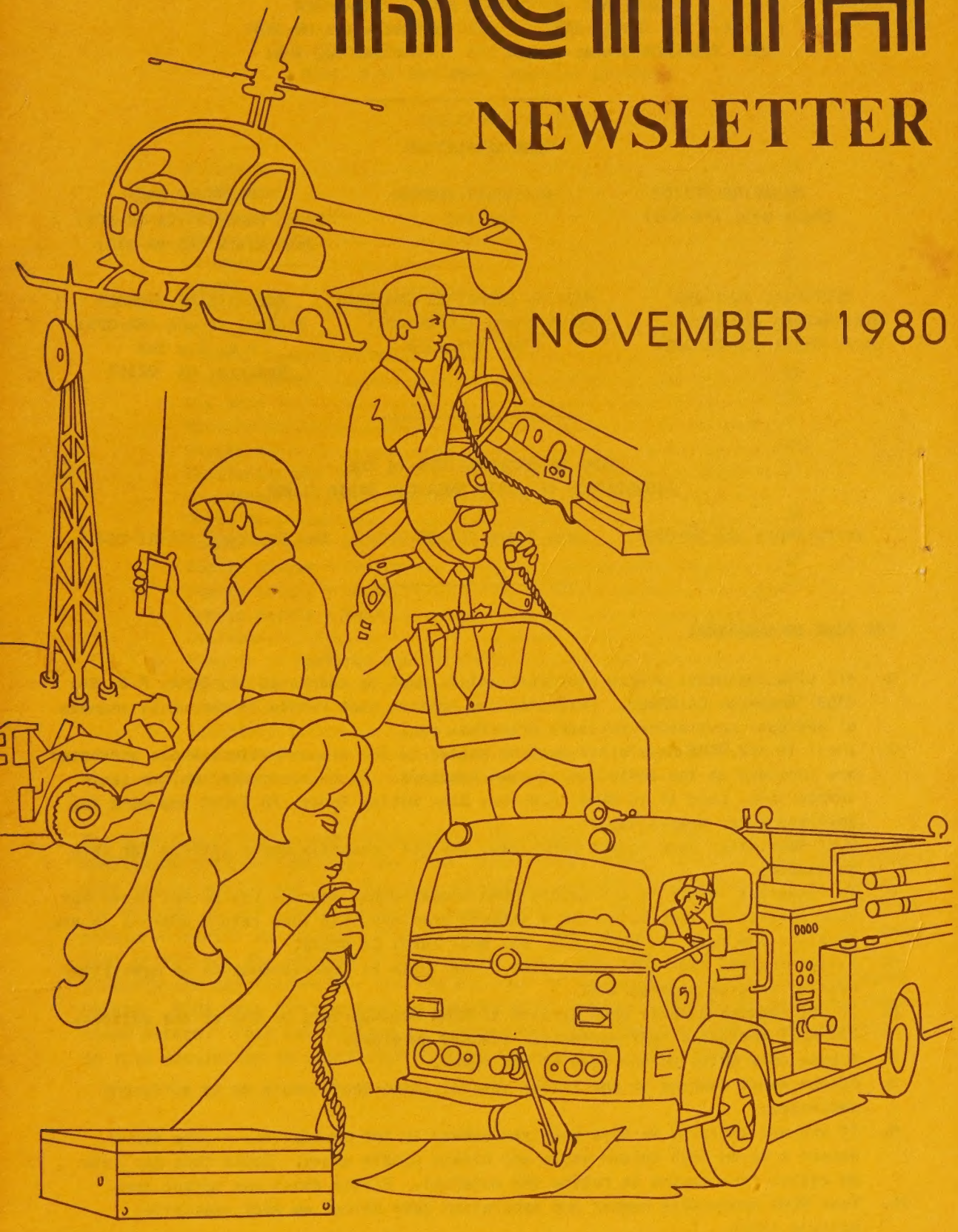
RCMA

NEWSLETTER

NOVEMBER 1980



FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to: RCMA, P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.
2. Input to the RCMA Newsletter must be mailed to the proper editors whose addresses are included in the individual column headings. If no particular column seems appropriate, send it to RCMA, P.O. Box 216, Willow Grove, PA 19090 and mark the envelope "For Newsletter."
3. RCMA Newsletter back issues (reprints) are not presently being offered for sale to members.
4. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address in the envelope and mail to: RCMA, P.O. Box 408, Earp, CA 92242.
5. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.
6. If you require a reply when writing to RCMA headquarters or one of the editors, you MUST enclose a self-addressed, stamped envelope.
7. Please only write on one side of the paper.
8. Please don't combine in one letter several items that should go to different addresses.
9. If you are inclined to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.
10. Your RCMA membership number and expiration date appear on your newsletter mailing label.
11. You may join or renew your membership for ONLY one year at a time.
12. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to our advertising manager (address above) for our advertising guidelines.

RCMA NEWSLETTER
NOVEMBER 1980 Issue 57
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RCMA, P.O. Box 4563, Anaheim, CA 93803

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The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $10.50 per year for U.S. residents and $12.85 (payable in U.S. funds) for persons in all other countries (dues subject to change). Information contained herein primarily is obtained from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA Newsletter editors and officers are not responsible for the accuracy or validity of information contained herein. RCMA does not necessarily recommend or endorse products or services advertised herein. This publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written permission.

** Calendar **

Send notices of upcoming events for the Calendar section to John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803. Please send notices well in advance of the Newsletter deadline.

*** please note the newsletter deadlines refer to the month the newsletter is to be mailed. Not the date on the cover.

October 17 FRIDAY General Meeting and tour of KOCE Channel 50 TV satellite facility. Golden west College Huntington Beach Ca. Exit 405 San Diego Freeway at Golden West. South one mile to Edinger, East 3/10 th mile to Goddard North to parking. We will meet at the satellite dish near the southeast corner of the campus at 7:50 P.M.

November 4 TUESDAY Board meeting and newsletter labeling session at Anaheim Library Branch 1349 S. Euclid, Ananeim, Ca. Labeling will start about 6:30 P.M. Board Meeting will follow. This is an opportunity to have your voice heard, assist the club, and learn the latest scanner activity. All members are welcome. Any DX members in the area on vacation, here is a good spot to break the trip. We can use all the help we can get.

November 10 MONDAY Newsletter deadline for "December" newsletter.

November 21 FRIDAY General Meeting: Mercury Savings and Loan, Valley View and Lincoln Avenue, Buena Park, Ca.
Gorden West CAORO17 noted West Coast editor and teacher will be the guest speaker.

December 2 TUESDAY Board meeting and newsletter labeling session at Anaheim Library Branch 1349 S. Euclid, Ananeim, Ca.

December 8 MONDAY Newsletter deadline for "January" Newsletter.

January 5 MONDAY Newsletter deadline for the "February" newsletter.

Janrary 6 TUESDAY Board meeting and newsletter labeling session at Anaheim Library Branch 1349 S. Euclid, Ananeim, Ca.

October 8
WEDNESDAY Bay Area Scanner Club meets 7:30 P.M., Back Room of Western Federal Savings and Loan Association, #2, Bayhill Shopping Center, Cherry at San Bruno Avenue, San Bruno, California. Visitors welcome. Write c/o P.O. Box 534, Brisbane,CA 94005.

November 12
WEDNESDAY Bay Area Scanner Club meets 7:30 P.M., Back Room of Western Federal Savings and Loan Association, #2, Bayhill Shopping Center, Cherry at San Bruno Avenue, San Bruno, California. Visitors welcome. Write c/o P.O. Box 534, Brisbane,CA 94005.

December 10
WEDNESDAY Bay APea Scanner Club meets 7:30 P.M., Back Room of Western Federal Savings and Loan Association, 32, Bayhill Shopping Center, Cherry at San Bruno Avenue, San Bruno, California. Visitors welcome. Write c/o P.O. Box 534, Brisbane,CA 94005.

October 22 WEDNESDAY Delaware Valley Chapter RCMA tour of ARCO Go-Patrol broadcast center at Stadium Hilton, 10th and Packer, South Philadelphia at 1 p.m. Go-Patrol provides traffic helicopter reports for Greater Philadelphia area radio and TV stations. For more info and to reserve a space on the tour, call Chuck Gysi (PA-005) at (215) 657-5324.

Reports of Meetings and Officers

Send reports (informal accounts) of RCMA meetings, gatherings, etc. which have occured to: John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below. For an annual subscription to the monthly "ANARC Newsletter" send $3.50 to: ANARC, 557 N. Madison Ave., Pasadena, CA 91101.

ANARC STAFF INCREASES TO BETTER SERVE CLUBS AND SUBSCRIBERS.

As ANARC has produced positive results, we have grown in respect and in popular acceptance. In 1974, for example, ANARC received five requests for information about our clubs per week; During July 1980, ANARC HQ received 20 letters per day, requesting our Club List, ANARC Guide, or subscribing to the ANARC Newsletter. In six years, our circulation has grown from 75 copies a month to 425 copies. The reason is sincerity!

Because ANARC has increased in integrity - and service, it is essential to obtain qualified and dependable assistance. One person (the Executive Secretary) can no longer do everything all alone. Therefore, as of September 1, 1980, here is the new ANARC staff:

ANARC EXECUTIVE SECRETARY: Dave Browne, 557 North Madison Ave., Pasadena CA 91101, USA. Central Office Headquarters. He will handle all club matters, correspondence and requests for ANARC information, Club dues, subscriptions to ANARC Newsletter and orders for ANARC/HAP Guide to DX Radio Listening, or SASE for ANARC Club List. (No postcards please)

ANARC NEWSLETTER, Jeff White, Editor, 409 Laconia Lane, Schaumburg, IL. 60193. All articles, news items, copy, and publications for review, should be sent, henceforth, to Jeff for inclusion in the Newsletter. ANARC will continue to be a "centralized reliable news source."

ANARC PUBLISHER: Jose G. Barr, 1500 Bunbury Drive, Whittier, CA 90601, USA will be in charge of the publishing and mailing of the ANARC Newsletter. (Assisted by the ANARC Publishing Committee). All changes of address, requests for sample copies (30 cents each), or non-delivery of the News letter, should be sent to "Joe Barr".

TO THOSE OF YOU WHO HAVE WRITTEN ANARC. The Executive Secretary asks you to please be patient - we will answer - fast as possible (this is written at 3:30 A.M. - yes, we do work for a living) ANARC does care about You!

THOUGHT waves

Chuck Gysi, Managing Editor, P.O. Box 216, Willow Grove, PA 19090

Well, last month I kind of jumped the gun in my editorial on H.R. 7747 introduced in the U.S. House of Representatives which would "prohibit the unauthorized reception of private radio communications," according to HR Report, a weekly ham radio newsletter.

Needless to say, I didn't have access to a copy of the bill at the time, however, now I do, compliments of my congressman. The bill basically prohibits unauthorized interception and use of subscription telecommunications to protect the privacy of such users. In other words, it would penalize those people who set up satellite TV receivers without permission or payment of fees to the users of the satellites.

If you want to read the bill further, check your local library or call your congressman's office for a copy.

It's always good to keep on our toes, though.

Many of our members have taken the time to write to Motorola in regards to their recent ad depicting scanner users as crooks. Many of you have forwarded your letters to me as well. In reply to the letters, Motorola sent out a "Dear SCAN member" form letter.

Motorola says in the letter that the increased use of scanners dictates a need for DVP (digital voice protection), however, they say their ad in no way is an indictment of the millions of monitor users. They cite the potention for possible misues of the radios as the need for DVP.

At least we all succeeded in our point to Motorola. They have dropped the advertisement in question. Let's hope that they don't come up with another ad in the future that will cause a furor.

We have a couple of new columns starting in this newsletter this month. One of them is called Communications Profile. Here you will find on an occassional basis will be detailed lists showing frequencies, codes, etc. used within a large metropolitan area, statewide systems, or even regional systems. If you have a contribution you think would qualify for this section, follow the typing instructions inside the front cover and submit it to the Willow Grove address. It might be best to check with the regular editor it normally would go to first before submitting it. It should be lenghty enough to preclude its inclusion in a regular column. This month, police radio systems in St. Louis County, Missouri, are detailed.

Also, beginning this month, is a letters-to-the-editor type section. If you have something on your mind on RCMA, monitoring in general, complaints, etc., forward them to the Willow Grove address. Please single space your letters on a typewriter and use a seven-inch column width if possible. It will save the newsletter staff from having to retype your letter.

We still have several openings on the newsletter staff for column editors. If you think you are very knowledgeable in one of the column areas and can type, send me a letter telling why you want to be that editor and telling me your qualifications. Also, I need an assistant editor to help me out with the newsletter each month. This person should be able to type and be able to answer letters, etc. It would be best if this person were located in eastern Pennsylvania, New Jersey, northern Maryland or Delaware, so we could get together once in awhile to work on projects. If you are interested, drop me a line.

YOUR THOUGHTS

P.O. Box 216, Willow Grove, PA 19090

To the editor:

I have just finished reading my first issue of the RCMA Newsletter as I am a new member of our organization.

I was expecting just a newsletter, but to my pleasant surprise, you sent an entire 40-page booklet filled with the kind of news I'm interested in reading.

Keep up the good work.

David Spengler (OH-076)
Wayne, Ohio

To the editor:

Thank you for not printing my September Aircraft column. I appreciated it very, very much.

Mark Holmes (IL-008)
Aircraft column editor

(Editor's note: Sorry your column did not run, Mark. Apparently there was a problem with a mixup in deadlines and mail service.)

To the editor:

At the request of Iden Rogers in his recent duplicated communicae, I would like to comment on the proposal that RCMA include HF utilities.

Since the vast majority of my own hobby listening is in the shortwave spectrum, it is obvious that I am strongly in favor of such a move. Adequate utilities coverage in shortwave hobby clubs is sadly lacking, almost exclusively dwelling on international broadcast stations. The inclusion of the shortwave spectrum in our magazine will in no way detract from VHF/UHF; far more important, it will compliment our coverage and enhance our credibility.

Robert B. Grove
Federal Government/Military Editor

To the editor:

Congratulations! I have been a member for only a year but I have seen great changes for the better, I might add. It's good to see an "easterner" get the job.

Down to business--I recently sent to Digicom Systems Research, P.O. Box 1175, New York, NY 10009, for a list of their publications. When it came I was surprised and angry at the same time. They were offering a Frequency Expansion Techniques Report for $15 minus the $2 already sent to get the list. I am sure this information has already appeared in the RCMA Newsletter. Part of the report deals with images and part with actual frequency reception. The units mentioned were Bearcat 210, 211, 220, 250, 300 and other models, also Regency K-500 and M-100. I own an M-100, and all one has to do is press the decimal point first. The frequency range "expands" to approximately 135-200 MHz and 386-550 MHz. They did mention that the only Bearcat unit able to get "actual frequency reception" was the older 250 units. Other publications offered were "Radio Communications Guide" (sounded a lot like Steve Handler's publication) for $12 (isn't Handler's only $6.95?) and a Federal Frequency Directory for $22 (wasn't Bob Grove's only $14?) also Police Call at $9 a copy.

Soon after, an unsolicited list very similar but with slight price differences (some higher, some lower) came from Firecom, P.O. Box 61, New York, NY 10011. These people will also send a Consumer Bulletin, a publication detailing "product information and evaluation, special techniques and listings of frequency directories available plus other valuable aids." What gives? How can these people publish other people's material at such high prices?

I would like to see coverage of this matter in the newsletter as soon as possible so other members won't lose $2 like I did.

Scott P. Menke (IL-054)
Elgin, Illinois

To the editor:

Orcutt and Hussey started advertising in the August newsletter selling scanners and related items and so far has been doing very well. After a couple of inquiries from Canadian members, I began looking into purchasing Canada and overseas models of both Bearcat and Regency scanners with prospective frequency ranges. I am happy to say that by October, we will be carrying both of these lines at a very good wholesale price to the Canada members. The wholesale price will be about half of the Canadian retail price now! This should make the members up there very happy. The K-100, K-500, M-100, M-400 and the Bearcat 220 containing the 136-174 and 406-512 bands also will be available to U.S. members at a similar price to our U.S. models. There is a lot of military and federal government activity in the U.S. on these bands.

However, the overseas models will be available only to members out of the country due to contracts with our suppliers. These units cover 66-90 MHz. I hope to have an ad in the October issue of the newsletter directed to Canadian members and its availability to U.S. members also. It would be appreciated if this information is passed on to our readers.

Gordon G. Newell (MA-021)
Orcutt & Hussey Communications
Florence, Massachusetts

To the editor:

Your column in the August 1980 newsletter has prompted me to write. I fully agree that a consumer help column would be beneficial to the membership. I think that a special effort is in order when the product is advertised in the newsletter. The following is a case in point.

The Public Safety-West column in the November 1979 newsletter mentioned the Police and Fire Callbook by Michael T. McKinna. It gave the address of the publisher as Mitchell Publications, P.O. Box 277, Seahurst, WA 98062. I promptly sent off a money order for $7 U.S. on November 23, 1979. It was received and cashed by Mitchell Publications (I can't make out the date), but I never received the book. I have written several times, but have received no reply. I contacted the U.S. Postal Service for assistance, but they have produced no results. This is not one of your consumer-oriented companies.

In the past, I have had no trouble in ordering items through the newsletter, and have recommended a thing or two myself. I think the other members should be warned about this particular company. They have the feeling that they are a charitable organization; I have a feeling that I have been mistaken for a donor.

J.B. Rae (CAN-019)
Peterborough, Ontario

To the editor:

Our former managing editor, Iden Rogers, was certainly the right man at the right time. Just as RCMA was becoming a truly national and international organization, Iden organized the newsletter so it could grow with the membership. The newsletter would have been in bad shape without Iden. However, as with any reorganizing, things sometimes get lost in the shuffle, and one of them was a forum for opinions. The column "Thought Waves" hopefully will fill the void, and encourage some food for thought between our managing editor and members.

I also am looking forward to the new Shortwave Utility column. SW utilities are very compatible with what we monitor above 30 MHz and if someone is willing to handle the column, and it does not crowd out other columns, it should be a welcome addition to our newsletter.

Michael Yanul (IL-014)
Chicago, Illinois

To the editor:

All this blah blah about SCAN, CB Magazine and who is better than or taking from who for money or whatever is not doing RCMA any good. I don't want to read about all that in the newsletter, I want news about monitoring. Remember? Frequency lists and the like. You fellows wasted several pages on that stuff and I don't like it. While I'm complaining I don't like the inclusion of paid advertisements in the bulletin. If I want to look at paid ads I'll look at CB magazine or 89. The classified section in the RCMA bulletin should be strictly for the membership to sell personally owned items of a monitoring nature to each other. I REALLY DO think you guys have opened a bad situation, but it is not too late to rectify it. I notice that the club seems to be in very good financial condition and I just don't feel going commercial is doing us any good.

Come on now, lets get back to monitoring and leave the commercial interests and other clubs to themselves. Who cares if SCAN is or isn't bigger than RCMA and who cares of they are or are not sponsored by Electra? I don't see how any of that helps us out. All this club needs is what the membership can supply, it doesn't need to get involved in anything other than monitoring.

Charles Boehnke (CA-SC-002)
Los Gatos, California

To the editor:

So much has been said about digital scrambling, I thought that a few points should be made.

1) Digital scrambling is not unbreakable. A large aerospace company has developed a de-scrambler. It is classified, but I have been told that it is ridiculously simple to descramble digital signals. If you have the circuit, it costs about $200!

2) Large radio systems are not likely to have scrambling for a long time. The main reason is reliability. The scrambling circuit is just one more thing to go wrong. The more radios in a system, the more problems there would be. More techs would have to be trained in digital technology (at great expense), and pretty soon one of those techs would "spill the beans" and release the digital circuit, and voila, everybody would be listening in.

3) Imcompatibility--Since every purchaser gets a different digital code, one purchaser would be unable to communicate, in the scrambled mode, to other agencies. More wasted money.

4) Expense--It just isn't worth the money for any but the smallest agencies, since full-time use of digital scrambling is not practical with current technology.

I think that perhaps we are a little pessimistic about the future of scanner listening. As long as any signal can be encoded, it can be decoded. Let's not give up!

Walt Baranger (CA-OR-129)
Anaheim, California

contact/info wanted

EDITOR NEEDED!

We need a new Contact/Info Wanted column editor. The editor will receive by mail requests from members desiring to contact other members or requests for general and specific information from the general membership. The editor types up all members' ads in a specific format for the newsletter. Naturally, the editor should have good spelling and grammar skills. The editor that does this column could also handle the Marketplace column. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090.

Members who wish to contact you will do so directly, so be sure to give your phone number and best time to call and/or your address. Send to: P.O. Box 216, Willow Grove, PA 19090.

New Canadian member wishes to contact other Canadian members to exchange information. He has an extensive number of frequencies (about 3,000) with proper designations. SHELLY MELODICK, 194 Snowshoe Cr., Thornhill, Ontario L3T 4M9.

New member wishes to find out public service listings for Canada. CHARLES O. RIFFLE, 27 S. Hurd Circle, Auburn, NY 13021.

New member wishes to contact other RCMA members in his area. Also will provide information for his area to other members. COL. RALPH S. MARSHALL, USAF Ret., 745 S. Bernardo #218A, Sunnyvale, CA 94087.

New member desires to find out frequencies of emergency service agencies in his area. MIKE, 495 Chestnut #21, Ashland, OR 97520.

Member would like to receive information on the following itinerate frequencies: 35.04, 151.49, 151.625, 158.40, 451.80, 464.50, 464.55 MHz. Please state what you heard on each one. Send SASE and he will keep you informed of what he receives from members. George Moe (WI-004), 723 S. 5th St., Milwaukee, WI 53204.

Missouri member would like to trade and exchange police and federal government frequencies in the St. Louis area. EARL MORRIS (MO-020), 5007 Columbia, St. Louis, MO 63139.

Member seeks information on magazines published by police departments. DONALD BISHOP (CO-002), 1225 East Platte Ave., Colorado Springs, CO 80909.

MARKETPLACE

Members may advertise, free of charge, items wanted, items for sale and items for trade that are associated with the hobby of monitor and utility radio listening. No dealer ads are accepted. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads in this column. Send to: P.O. Box 216, Willow Grove, PA 19090.

EDITOR NEEDED!

We need a new Marketplace column editor. The editor will receive by mail requests from members desiring to sell radio equipment. The editor types up all members' ads in a specific format for the newsletter. Naturally, the editor should have good spelling and grammar skills. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090. The editor that does this column also may handle the Contact/Info Wanted column.

FOR SALE: URR-35 receiver, 225-400 MHz military aeronautical band. Tunable and crystal-controlled, squelch, 120 VAC, 60 Hz. Very good condition, recently aligned, tubes all checked OK. $95 postpaid. 100 various crystals for URR-13 or URR-35 receiver, $50 postpaid. Bob Grove, Route 1, Box 156, Brasstown, NC 28902.

WANTED: Realistic Pro-16 or Pro-16A 16-channel crystal scanner in mint condition. Will accept any offer. William O'Connell, 3 Elm St., Concord, NH 03301.

FOR SALE: Motorola R-1121/TRC-87 UHF aircraft receiver. Frequency synthesized in 50 kHz steps from 225.00 to 399.95 MHz. Weighs approx. 33 pounds and dimensions are 5" x 19" x 20" (HWL). $495 certified check or bank money order includes shipping. Larry Brown (MI-011), 1284 Broadway Blvd., Flint, MI 48506. (313) 233-0397 before 1 p.m.

FOR SALE: Bearcat 220 (programmable 20 ch. w/aircraft) scanner, 3 mo. old, warranty, all accessories. Ridiculous quick sale price of $140 so I can purchase Bearcat 300. First certified check or money order only gets it. J.E. Whittle (GA-021), P.O. Box 1132, Dublin, GA 31021.

FOR SALE: Bearcat 250, used but like new condition with all original accessories in carton, $175. Bearcat 220, new condition, still under warranty with all original accessories in carton, $275. Cleaning out shack to make room for new equipment. Money order or certified check only. No collect calls. Lawrence C. Nunn (CA-LA-128), 4813 Deeboyar Ave., Lakewood, CA 90712. (213) 423-6725 daily after 5:30 p.m. PST.

FOR SALE: Bearcat 210, used with only a few scratches on case from mobile brackets, with all accessories in original carton. $130 prepaid shipping. Certified checks only. Steve Jester (KS-011), 1221 N. Olive, Wellington, KS 67152 (316) 326-5365.

WANTED: 4-channel VHF lo/hi pocket scanners. Canadian replies only please to avoid duty and exchange rates. Bob (CAN-051), Box 4761, Williams Lake, B.C. or Adrian (CAN-025), Box 4569, Williams Lake, B.C.

Member wishes to exchange cassette tapes of traffic helicopters and traffic reporting services in major cities. Will exchange tape of copters in Philadelphia for tape of copters in your city. CHUCK GYSI (PA-005), P.O. Box 216, Willow Grove, PA 19090.

Member desires to obtain unit numbering lists for the following counties: in Pennsylvania--Schuylkill, Berks, Carbon, Monroe; in New Jersey--Atlantic, Cape May, Cumberland, Mercer, Middlesex, Ocean, Salem. Need unit and station number lists for both police and fire departments in these counties. Also need list of codes used by Trenton, NJ police. Can exchange info for any other county in South Jersey or southeastern Pennsylvania. CHUCK GYSI (PA-005), P.O. Box 216, Willow Grove, PA 19090.

Miscellany

P.O. Box 216
Willow Grove, PA 19090

From CHUCK GYSI (PA-005):

This item ran in the first edition of the Police Chiefs' News Letter published by the International Association of Chiefs of Police in January, 1934:

TWO-WAY RADIO SYSTEM IN BAYONNE

Bayonne, New Jersey, is operating what they believe to be the last word in police radio--an eight-meter, two-way broadcasting station. Headquarters and nine cars are each equipped with a transmitter and receiver, and the crews of the cars can talk to each other and to headquarters. One very interesting aspect of the system is the low cost of installation and operation. Director of Safety J.J. Brady and Chief C.J. O'Neill have extended a cordial invitation to other departments to visit Bayonne and get a first-hand picture of their system.

(Editor's note: If they could only see 800 MHz, teleprinters and DVP today!)

From JACK BRISTOLL (CA-SL-001):

Radio Shack is coming out with a new programmable scanner, the Realistic Pro 2002 with 50 channels and six-digit readout. List price is $399.95. There are seven bands: 30-50, 108-136, 138-148, 148-174, 410-450, 450-470 and 470-512. The scanner uses a 9V battery for the memory. For more infoormation, pick up a copy of the new 1981 Radio Shack catalog.

(Editor's note: Members who listen to shortwave utility or those that might be beginning to listen might be interested in a couple of new shortwave radios that Radio Shack has in its new catalog.

The DX-302 is an improved version of the DX-300 that RS sold for about the past two years. It has digital readout of frequency, switchable IF selectivity and covers from 10 kHz to 30 MHz. It sells for $399.95. Another model, the DX-200 covers 150-400 kHz longwave

and 520 kHz to 30 MHz on a drum-type dial and has a crystal calibrator built in. It sells for $299.95. Then there is the budget SW receiver that sells for $99.95, the DX-100. It covers 520 kHz to 30 MHz in four bands and includes a BFO for SSB and CW monitoring. It would probably make a good receiver for the beginning SWL (shortwave listener). Further details are in the Radio Shack 1981 catalog.)

Our Federal Government/Military column editor, Bob Grove, is now in the business of marketing scanner and shortwave accessories. His catalog, just recently issued, carries a number of items that would be of interest to both scanner and SW receiver users.

Bob is introducing to the market his Scanner Beam, a log periodic dipole array antenna. The catalog brochure says that the antenna gets gain 8 dB above a dipole and additional 15 dB front to back ratio. The antenna is 44 inches long and comes fully assembled. The antenna is designed for continuous coverage of 108-512 MHz and is non-directional on 30-50 MHz.

Other items carried in the catalog include books and directories, coax, RTTY readers and several more items of interest to radio hobbyists. For further information, write to Bob at Grove Enterprises Inc., Route 1, Box 156, Brasstown, NC 28902.

A product review of the Scanner Beam antenna will appear in the Technical Topics column next month.

MONITORING & THE LAW

Send all articles, references, copies of monitoring laws and questions pertaining to the legal aspects of monitor radio listening to:

Editor needed for this column. If you are interested in monitoring laws, maybe have a modest collection of laws, maybe have some background in law and can type and spell and all that good stuff, please consider volunteering to be editor for the column. We need you. Write to: RCMA, P.O. Box 4693, Riverside, CA 92514.

EDITOR NEEDED!

We need a new Monitoring and the Law column editor. The editor of this column should have some familiarity with monitoring laws and it would be desireable if he/she had a collection of monitoring laws from around the nation. This editor would be required to generate some information for the column as well as organize input from the general membership. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090.

Beginners ???? Corner

Have a question? If you are a new scanner listener and don't understand something about monitoring that most everyone else seems to understand, send in your question. When possible, your question and the answer will be printed. No answers will be sent by return mail. Your name will not be printed. Write to: David E. Crowley, 7234 Balson Ave., University City, MO 63130.

Q. When you have a scanner "altered" to optimize reception near the band limits (i.e. 148-152 MHz) do you need to adjust the other bands such as VHF-LO and UHF?

A. With a crystal-controlled scanner, alignment or tuning of one band should not affect the others. For instance, the service manual for the 20-channel Regency scanner (ACT-R20/6) specifies separate tuning procedures for each of its three bands.

Q. Here in Chicago, the Bell System mobile phones operate on 850 MHz with what is called a "cell system" with cars using two antennas. What is the "cell system" and where can I get information about it?

A. Thanks to your editor's spring cleaning (August) back issues of Communications and Communications News were thrown out,and with them several articles about the Cellular Mobile Phone Experiment in Chicago. I don't have comprehensive knowledge about these systems, but I'll take a shot at an explanation anyway.
In large cities, such as Chicago, the conventional VHF and UHF mobile phone channels are so crowded that a given user must wait for a long time before a channel becomes available. Also,with the conventional system, there is no reasonable way to avoid dead spots within which reliable two-way communication is difficult to obtain. In the Bell System's 800 MHz cellular experimant, the desired coveraged area was divided into zones of about one-square-mile-area each.In the simplest case each zone is assigned one 800 MHz transmit/receive frequency pair, and is equipped with a low-power transmitter and one or more receivers. All immediately adjacent zones have different channel pair, but at a sufficient distance, the same channel may be used again without interference, because of the low transmitting power used. As a given mobile passes from zone to zone its ongoing communication is "handed off" to to the channel associated with cell into which the mobile has moved, all of this done with no detectable interruption in the coversation. There are a number of ways in which the "handing-off" process can be accomplished, but I'm not familiar with the process used in the Chicago experiment. The advantage of this system is that the same 800MHz pair can be used simultaneously in different cells within the general coverage area. My guess about the twin antemnas is that they are part of the filter circuitry by which the mobile transmit frequency carrier is kept out of the mobile receiver. As mentioned,technical details may be found in back issues of Communications and Communications News. Also, you may write to: American Telephone and Telegraph, Supervisor-Information Distribution Center, 195 Broadway, Room 208, New York, NY 10007.

Q. I have been a scanner listener for a number of years here in Brooklyn New York and was puzzled by my reception on 511.7625 MHz of a sermon soliciting contributions to Liberty Baptist College in Lynchburg Viginia. What happened?

A. 511.7625 MHz is only 12.5kHz away from the audio carrier for UHF TV channel 20. The audio portion of a TV signal is FM, so I'm not sure how this signal can be demodulated by A.M. circuity as your letter implied. This answer is only my first guess. Any one have a better explanation?

Q. What "T" Band channels are used in the Milwaukee area?

A. None, as far as I can determine from FCC rules, which limit the use of UHF TV channels for land mobile communication to the 11 most populated cities in the U.S.,and then only after elaborate measures have taken to avoid interference to regional UHF-TV broadcasts. In Boston, for instance, UHF Channel 14 may be used for two-way communications with its public safety "reserve pool" comprising 34 paired channels from 470.3125 to 471.1375 MHz for base transmission and 473.3125 to 474.1375 for mobiles.

Q. As a new RCMA member, I am quite familiar with public safety radio and enjoy the low-band skip portion, but in other areas, such as marine and satellites, I know so little that I can't really appreciate the respective sections of the Newsletter.Since Newsletter back issues are unavailable, where can I get information about these and other specialized aspects of monitoring?

A. The most direct way to find out about Maritime VHF channels is to send three dollars to:Radio-Technical Commission for Marine Service, P.O. Box 19087, Washington, DC 20036. In return you will receive a copy of How to Use your Marine Radiotelephone. I don't much about satellites either, but if I wanted more information I would send my request and SASE to Bill Blomgren. In general,information on specialized types of redio systems comes from a wide variety of sources including magazines such as Polpular Electronics, both CB magazines, Radio Shack and Howard Sams books and professional trade publications such as Communications News and Communications. Subscription info: Communications News - $15.00 per year to 124 South First Street, Geneva IL 60134; Communications - $14.00 per year to P.O. Box 1077, Skokie, IL 60077.In addition to these publications you may write to various manufacturers and other organizations for decriptive literature. Also try browsing through the books and magazines on sale at your local eletronics parts store, or CB and FM shops. You'll be an expert in no time at all.

In the August 1980 Newsletter a reader inquired about sources of FCC files, and I suggested Action Radio in Charlestown West Virginia. At the same time I wrote to the Computer Products department of the National Techical Information Service, 5285 Port Royal Road, Springfield, Virginia 22160. At great length they replied with the following information. $2000 will bring you the FCC Frequency Data Base(PB-297-341) on magnetic tape with Honeywell compatible tape format. If the mag-tape is to expensive for you, you may buy the quarterly revised Master Lists on microfiche. The set arranged strictly by frequency (NTISUB/E/193) costs $ 161.00, while the set arranged by service code (NTISUB/E/194) is only $ 104.00.

Great questions this month, keep it up!

VHF Marine

Rod O'Connor, Editor

Send information, articles, frequencies and how they are used and questions that relate to private, commercial and Coast Guard VHF maritime and inland waterways radio communications to: Rod O'Connor, USCG Group, 259 High St., South Portland, Maine 04106.

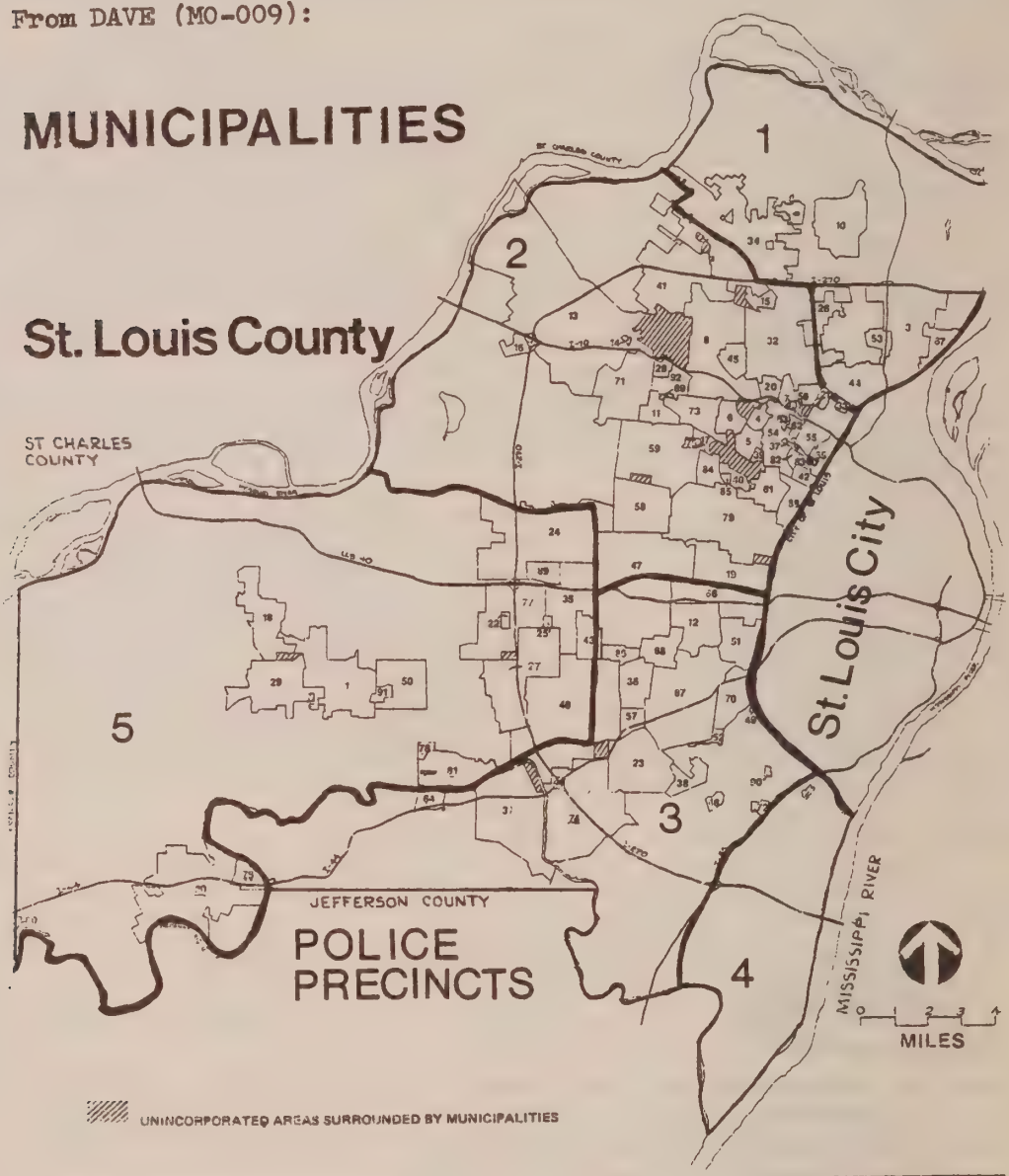
Rod is on vacation this month. Please send in information to Rod for next months issue.

COMMUNICATIONS PROFILE

RCMA, P.O. Box 216, Willow Grove, PA 19090

This column is for special projects that explain various radio systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible due to length. If you are inclined to submit a report as the one below appears, please follow No. 9 in the inside front cover of the newsletter.

From DAVE (MO-009):



POLICE DISPATCHING IN ST. LOUIS COUNTY, MISSOURI - July 1980

The material to follow is the result of 4 year's effort to understand and compile the numerous and complex arrangements through which police protection and radio communications are provided for the 92 municipalities and for the unincorporated area of St. Louis County. This county surrounds the City of St. Louis whose police radio system was described by MO-009 in the February-March 1980 RCMA Newsletter. Fire and EMS radio systems in St. Louis County are not covered here, since they are amenable to a different organizational framework.

Consolidation of public safety services among the governments of St. Louis County, its municipalities and St. Louis city has been a slow and painful process,due mostly to the tenacity with which area voters and elected officials of each jurisdiction retain control of government services including the most visible symbol of local autonomy: the police department. Rapid population growth in the unincorporated areas and in the 92 municipalities has led to the creation of a professional County Police Department (County PD) with 750 commisioned officers and to increased professionalism among the 67 part-, and full-time municipals PDs which, together with County PD, enforce the laws and ordinances of the state, county and municipalities. The size of these municipalities ranges from 0.02 to 16.65 square miles and the populations from 19 to 65,908. The municipal PDs range in strength from 1 part-time to 80 full time officers.

St. Louis county is divided into 5 police precincts, within which police service for the unincorporpated areas is provided exclusively by County PD. The 25 municipalities lacking a PD of their own are patrolled either by County PD or by an adjacent municipal PD under contract. Of the 67 municipal PDs only 27 have their own dispatching facility, the remainder being dispatched eith by County PD or another municipality.

Including County PD's 5 precinct channels, police in St. Louis County use 27 different VHF and 4 different UHF channels as their primary channel. During the early 1970s, fear of large-scale civil disturbances and the infusion of LEAA funds led to the installation in almost all VHF equipped police vehicles and in all base stations of a common frequency: 154.725 MHz, called the "Riot" channel or "Emergency" channel. At the same time each municipality and law enforcement agency was assigned a "Muni-Code" number for statistical purposes and to facilitate intercommunication during large-scale emergencies. Fortunately the riots did not occur, but the term "Riot" channel remains in use to designate 154.725 MHz, which is now used mostly for communications between County PD's helicopters and municipal police cars and, as intended, for emergencies such as tornados.

Despite the well-reasoned appeals of County government and PD officials, the voters in the county rejected a bond-issue to consolidate all public safety dispatching into one center to be run by the County. What has evolved instead are local dispatching consolidations which provide radio communications and access to computer files for 2 to 14 municipal PDs. To mention a few: NAMPA (North Area Municipal Police Association) dispatches two municipal PDs and is operated by Wellston, and therefore is identified, in the table, as Muni code 94; the Municipal Radio Service (MRS) is operated by Jennings and is divided into a north and south area, hence Muni codes 46(N) and 46(S). MRS dispatches 14 PDs which provide police service to 22 municipalities. See Channel Plan B; St. Louis County (Channel Plan A, Muni code 99) dispatches 10 PDs including its own, thereby providing police service to 16 municipalities; Overland (Muni code 65) dispatches 10 PDs which patrol 12 municipalies. The remaining dispatch arrangements can be deduced from the table.

In the table below, the number to the left of the municipality's name is a reference to the accompanying map, which also shows the County PD's precincts. The three numbers to the right of the municipality are,respectively, the Muni codes of the municipality, the agency providing police service and of the dispatching entity. For example, Bellerive (5) is patrolled by Normandy PD (60) which, in turn, is dispatched by Jennings-MRS (46(S)).

The next four columns indicate the police and local government channels and call signs pertaining to the municipality, to the PD providing police protection and/or to the dispatching agency. The first of these channels, at the left, is the primary channel associated with the police patrolling the municipality in question. MO-009 has sufficient confidence in the accuracy of these "primary channels" to wager the cost of a crystal against demonstrable error..

The remaining police and local government channels, to the right of the primary channel, may or may not be used by the police, but police use of local government channels is sufficiently common to justify the inclusion of all local government frequencies here.

The column at the extreme right indicates the call-signs most likely associated with Point-to-point (155.370), Riot (154.725) and NLEEC (155.475) use pertaining to the municipality in question. In a few cases, a city PD dispatched by another agency retains licences and, in some cases, equipment, for frequencies used by the dispatching agency.These seldom-used local allocations are included in the tables when there is even a remote chance of activity, such as in emergencies. The ommision of call signs for the Riot channel does not mean necessarily that that the agency is not so equipped, only that a license has not been issued. Conversely, the presence of a call sign for NLEEC, does not imply that the agency is currently equipped for 155.475. Locally NLEEC (National Law Enforcement Emergency Channel) is refered to as "Mutual aid." Heavy use of NLEEC by Illinois for non-emergency ISPERN messages, such as stolen autos, has restrained its widespread use in St. Louis County. Soon Illinois will move the non-emergency traafic to another channel, so we may see an expanded use of NLEEC in the local area for true emergencies.

This compilation was based upon information found in Police Call, Scanner Mate and Action Radio and upon a complete listing of Missouri allocations, obtained from Action Radio Information Systems. The St. Louis County Fact Book/1977, obtained from the County Planning Department, provided much useful inforation. Many individuals deserve my gratitude for their help. The table and map which follow represent only one out of many ways in which this information could be presented. MO-009 would be grateful for suggestions for change and for correction of errors.

ST. LOUIS COUNTY MO.: MUNICIPAL POLICE PATROL AND DISPATCHING ARRANGEMENTS

MAP REF	MUNICIPALITY	MUNI CODE	POLICE PATR.	POLICE DISP.	POLICE & LOCAL GOV'T CHANNELS F(MHz) CALL	F(MHz) CALL	F(MHz) CALL	F(MHz) CALL	COMMON CHANNELS PT-PT	RIOT	NLEEC
1	Ballwin	2	2	2	154.785 KLI 986				KLI986	KLI986	KLI986
2	Bella Villa	3	3	99(4)	155.655 KUE 490	See Channel Plan A			KUE489	KUE490	KLH999
3	Bellefontaine Neighbors	4	4	46(N)	155.550 KAH 656	155.085 WXB 885	Channel Plan B		KAH656	WXB779	WXB780
4	Bellerive	5	60	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
5	Bel-Nor	6	6	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
6	Bel-Ridge	7	7	65	154.755 KAD 427	155.055 KYS 891			KAD427	KAD427	KAD427
7	Berdell Hills	8	60	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
8	Berkeley	9	9	9	156.090 KAL 554	155.025 KSM 963			KAL554	KAL554	KAL554
9	Beverly Hills	10	61	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
10	Black Jack	100	99(1)	99(1)	154.875 KXC 774	See Channel Plan A			KGR399	KXC774	KLH999
11	Breckenridge Hills	11	11	65	154.755 KAD 427	154.800 KSM 905			KSM905	KSM905	KSM905
12	Brentwood	12	12	12	155.520 KAD 965	155.430 KAD 965	155.820 KAZ 585		KAD965	KAD965	
13	Bridgeton	13	13	13	155.625 KGW 715	154.995 KQP 620	155.070 KEC 886	453.850 KVR 948	KGW715	KZ4924	KGW715
14	Bridgeton Terrace	14	14	65	154.755 KAD 427				KAD427	KAD427	KAD427
15	Calverton Park	15	15	33	155.010 KAG 843				KAG843	KAG843	
16	Champ	16	99(2)	99(2)	155.130 KPT 593	See Channel Plan A			KAA519	KPT593	KLH999
17	Charlack	17	17	65	154.755 KAD 427				KAD427	KAD427	KAD427
18	Clarkson Valley	18	99(5)	99(5)	155.565 KVH 324	See Channel Plan A			KZG289	KVH324	KLH999
19	Clayton	19	19	19	154.800 KAD 817	154.115 KVN 835	158.820 KVN 835		KAD817	KAD817	KAD817
20	Cool Valley	20	20	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
21	Country Club Hills	21	21	46(N)	155.550 KAH 656	155.085 WXB 885	Channel Plan B		KAH656	WXB779	WXB780
22	Country Life Acres	22	83	24	155.640 KFN 575	155.100 KDG 344			KFN575	KFN575	KFN575
23	Crestwood	23	23	23	453.575 KVI 517	453.825 KVI 517			KVI518	KVI518	
24	Creve Coeur	24	24	24	155.640 KFN 575				KFN575	KFN575	KFN575
25	Crystal Lake Park	25	83	24	155.640 KFN 575	155.100 KDG 344			KFN575	KFN575	KFN575
26	Dellwood	26	26	46(N)	155.550 KAH 656	155.085 WXB 885	453.600 KVF 551	Plan B	KAH656	WXB779	WXB780
27	Des Peres	27	27	27	155.100 KDG 832	(Base 3)			KOL768	KOL768	
28	Edmundson	28	28	65	154.755 KAD 427	155.940 WYG 503			KAD427	KAD427	KAD427
29	Ellisville	29	29	2	154.785 KLI 986	154.040 KUG 660			KLI986	KLI986	KLI986
30	Eureka	31	31	99(5)	155.565 KVH 324	155.145 KWT 733	155.640 KGK 601	Plan A	KZG289	KVH324	KLH999
31	Fenton	32	32	99(3)	154.845 KLU 205	154.815 KTI 601	Channel Plan A		KAA519	KLU205	KLH999
32	Ferguson	33	33	33	155.010 KAG 843	155.760 KDG 227			KAG843	KAG843	
33	Flordell Hills	34	46	46(N)	155.550 KAH 656	155.085 WXB 885	Channel Plan B		KAH656	WXB779	WXB780
34	Florissant	35	35	35	453.225 KCE 423	453.325 KCE 423	155.040 KDP 315	39.060 KAK 437	KAK437	KAK437	KAK437
35	Frontenac	36	36	24	155.640 KFN 575	155.430 KGC 276	155.100 KDJ 559	(Base 1)	KGC276	KGC276	KGC276
36	Glendale	37	37	37	155.580 KAF 654				KAF654		
37	Glen Echo Park	38	60	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
38	Grantwood Village	40	40	99(3)	154.845 KLU 205	See Channel Plan A			KAA519	KLU205	KLH999

ST. LOUIS COUNTY MO.: MUNICIPAL POLICE PATROL AND DISPATCHING ARRANGEMENTS (CON'T)

MAP REF	MUNICIPALITY	MUNI CODE	POLICE PATR.	POLICE DISP.	POLICE & LOCAL GOV'T CHANNELS F(MHz) CALL	F(MHz) CALL	F(MHz) CALL	F(MHz) CALL	COMMON CHANNELS PT-PT	RIOT	NLEEC
39	Greendale	41	60	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
40	Hanley Hills	42	42	65	154.755 KAD 427	155.775 KSM 930			KAD427	KAD427	KAD427
41	Hazelwood	43	43	43	155.745 KSL 387	154.965 KSL 387			KSL362	KSL362	
42	Hillsdale	44	44	67	155.775 KVV 914	155.925 KVV 915			KVV915	KUQ710	
43	Huntleigh	45	36	24	155.640 KFN 575	155.430 KGC 276	155.100 KDJ 559		KGC276	KGC276	KGC276
44	Jennings - M R S	46	46	46(N)	155.550 KAH 656	155.085 WXB 885	Channel Plan B		KAH656	WXB779	WXB780
45	Kinloch	47	47	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
46	Kirkwood	48	48	48	155.250 KAB 267	158.760 KBA 754			KAB267	KAB267	
47	Ladue	49	49	49	453.500 KAA 516				KAA516	KAA516	
48	Lakeshire	50	50	99(3)	154.845 KLU 205	See Channel Plan A			KAA519	KLU205	KLH999
49	Mackensie	51	55	93	155.580 KAB 954				KAB954	KAB954	KAB954
50	Manchester	52	52	2	154.785 KLI 986	154.040 KDW 983			KLI986	KLI986	KLI986
51	Maplewood	53	53	53	155.790 KAF 575				KAF575		
52	Marlborough	55	55	93	155.580 KJR 675				KAB954	KAB954	KAB954
53	Moline Acres	59	59	46(N)	155.550 KAH 656	155.085 WXB 885	Channel Plan B		KAH656	WXB779	WXB780
54	Normandy	60	60	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
55	Northwoods	61	61	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
56	Norwood Court	62	99(2)	99(2)	155.130 KFT 593	See Channel Plan A			KAA519	KFT593	KLH999
57	Oakland	63	48	48	155.250 KAB 267	158.760 KBA 754			KAB267	KAB267	
58	Olivette	64	64	64	158.940 KBJ 204				KCU299	KCU299	
59	Overland	65	65	65	154.755 KAD 427	154.040 KLR 430			KAD427	KAD427	KAD427
60	Pacific	66	66	66	155.310 KWO 561	155.055 KWQ 507	155.730 KAL 291		KWO561		
61	Pagedale	67	67	67	155.775 KVV 914	155.925 KVV 915			KVV915		
62	Pasadena Hills	68	68	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WZB779	WXB779	WXB780
63	Pasadena Park	69	69	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
64	Peerless Park	70	99(3)	99(3)	154.845 KLU 205	See Channel Plan A			KAA519	KLU205	KLH999
65	Pine Lawn	71	71	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
66	Richmond Heights	72	72	72	155.790 KAD 543	158.880 KCZ 899			KAD543	KAD543	KAD543
67	Riverview	73	73	46(N)	155.550 KAH 656	155.085 WXB 885	Channel Plan B		KAH656	WXB779	WXB780
68	Rock Hill	74	74	74	155.520 KAD 965	155.430 KAD 965	155.820 KAZ 585		KAD965	KAD965	
69	Schuermann Heights	75	79	65	154.755 KAD 427				KAD427	KAD427	KAD427
70	Shrewsbury	76	76	93	155.580 KAG 297	155.820 WXB 922			KAG297	KAB954	KAB954
71	St. Ann	77	77	77	460.450 KTE 559	155.940 KDP 310			KTE559	KTE559	KTE559
72	St. George	78	99(3)	99(3)	154.845 KLU 205	See Channel Plan A			KAA519	KLU205	KLH999
73	St. John	79	79	65	154.755 KAD 427	155.685 KRK 950	154.025 KXR 794		KRK950	KAD427	KRK950
74	Sunset Hills	80	80	80	154.815 KVT 878	154.965 KJG 922	158.865 KK 3909		KVT878	KVT878	
75	Sycamore Hills	81	65	65	154.755 KAD 427	154.040 KLR 430			KAD427	KAD427	KAD427
76	Times Beach	82	82	99(5)	155.565 KVH 324	154.085 WYZ 413			KZG289	KVH324	KLH999

ST. LOUIS COUNTY MO.: MUNICIPAL POLICE PATROL AND DISPATCHING ARRANGEMENTS (CON'T)

MAP REF	MUNICIPALITY	MUNI CODE	POLICE PATR.	POLICE DISP.	POLICE & LOCAL GOV'T CHANNELS F(MHz) CALL	F(MHz) CALL	F(MHz) CALL	F(MHz) CALL	COMMON CHANNELS PT-PT	RIOT	NLEEC
77	Town and Country	83	83	24	155.640 KFN 575	155.100 KDG 344	(Base 2)		KVA383	KFN575	KFN575
78	Twin Oaks	84	99(5)	99(5)	155.565 KVH 324	See Channel Plan A			KZG289	KVH324	KLH999
79	University City	85	85	85	156.210 KAA 875	155.610 KAA 875	154.100 KDK 629		KAA875	KAA875	KAA875
80	Uplands Park	86	71	46(S)	155.085 WXB 885	155.550 KAH 656			WXB779	WXB779	WXB780
81	Valley Park	87	87	99(5)	155.565 KVH 324	154.815 KRZ 355	Channel Plan A		KZG289	KVH324	KLH999
82	Velda Village	88	88	94	155.775 KZH 962	155.925 KZH 962			KAI281	KAI281	KAI281
83	Velda Village Hills	89	61	46(S)	155.085 WXB 885	155.550 KAH 656	Channel Plan B		WXB779	WXB779	WXB780
84	Vinita Park	90	90	65	154.755 KAD 427	155.775 KSM 847	155.985 KJ 9181		KAD427	KAD427	KAD427
85	Vinita Terrace	91	99(2)	99(2)	155.130 KPT 593	See Channel Plan A			KAA519	KPT593	KLH999
86	Warson Woods	92	92	93	155.580 KAB 954				KAB954	KAB954	KAB954
87	Webster Groves	93	93	93	155.580 KAB 954	153.860 KCK 557	(Fire)		KAB954	KAB954	KAB954
88	Wellston - N A M P A	94	94	94	155.775 KZH 962	155.925 KZH 962	155.070 KAI 281	155.805 KBY 655	KAI281	KAI281	KAI281
89	Westwood	95	24	24	155.640 KFN 575				KFN575	KFN575	KFN575
90	Wilbur Park	96	99(3)	99(3)	154.845 KLU 205	See Channel Plan A			KZG289	KLU205	KLH999
91	Winchester	97	2	2	154.785 KLI 986				KLI986	KLI986	KLI986
92	Woodson Terrace	98	98	65	154.755 KAD 427	154.995 KLY 812			KAD427	KAD427	KAD427

Channel Plan A - Muni Code 99

St. Louis County Police Department

Ch	F(MHz)	Main	Back-up	Use
1	154.875	KKC774	KGR399	Pct. 1: 99(1)
2	155.130	KPT593	KAA519	Pct. 2: 99(2)
3	154.845	KLU205	KAA519	Pct. 3: 99(3)
4	155.655	KUE490	KUE489	Pct. 4: 99(4)
5	155.565	KVH324	KZG289	Pct. 5: 99(5)
6	154.830	KD5414		Detectives
7	154.725	KAA519	KLH999	Riot
8	154.890	KD5414		Car-to-car
9	155.475	KLH999		NLEEC

Note: Point-to-point is F1 for first five back-up transmitters - Riot is F2 for first five main transmitters. A system of 'voting' receivers in the field are equipped with the appropriate precinct channel and with the Riot channel.

St. Louis County Police Mobile Telephone System

Ch	F(MHz)Tx/Rx	Call	Use
1	460.325/465.325	KVJ879	Used by high ranking officers. Each mobile 'phone acts as an extension of the county's Centrex system; i.e. direct dial in both directions.
2	460.475/465.475	KVJ878	
3	460.425/465.425	KVJ880	
4	460.325/460.325	KR5757	
5	460.475/460.475	KR5757	
6	460.425/460.425	KR5757	

St. Louis County Office of Civil Preparedness

F(MHz)	Call	Use
155.865	KZC628	Paging & school tornado alert
155.715	WYR634	Civil Defense coordination
161.730	KDS578	'A' Access to local EBS system
161.760	KDS578	'B' & to KMOX traffic 'copters.
146.970	WCØAAF	Amateur RACES and severe
146.940	WCØAAF	weather network.

St. Louis County Park Department

Ch	F(MHz)Tx/Rx	Call	Use
1	151.295/159.405	KJE232	Dispatch
2	151.235/159.345	KJE232	Administrative

Channel Plan B - Muni Code 46

Jennings - Municipal Radio System (MRS)

Ch	F(MHz)	Main	Back-up	Use
1	155.550	KAH656		MRS North: 46(N)
2	155.085	WXB885	KOE283	MRS South: 46(S)
3	154.725	WXB779	WXB780	Riot
4	155.475	WXB779	WXB780	NLEEC
PT	155.370	KAH656	WXB779	Point-to-point

Missouri State Highway Patrol - Muni code 56

Ch	F(MHz)Tx/Rx	Call	Use
1	42.060/42.220	KAA203	Troop C dispatch
2	42.060/42.060	KA5824	Car-to-car
3	42.120/42.320	KSR937	Metro dispatch
4	42.120/41.120	KA5824	Metro car-to-car
	42.380/42.380	KAA203	Troop-to-troop
	155.370	KAA203	Point-to-point
	155.475	KAA203	NLEEC

Note: The Metro channels are heavily used in the St. Louis metropolitan area. From midnight to 6 AM Metro dispatch shuts down, and all base-mobile traffic reverts to Channel 1.

POLICE DISPATCHING IN ST. LOUIS COUNTY, MISSOURI - Update

As of September 1st, 1980, Marlborough will contract its police dispatching to St. Louis County PD, instead of to Webster Groves as indicated in the tables. The change propagates to Mackensie which contracts its police service to Marlborough, resulting in a gain and loss of 2 municipalities for St. Louis County PD and Webster Groves respectively. By the time you read this, there will probably be more changes in the patrol and dispatching pattern in St. Louis County

International

Richard Stein, Editor

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences and any other information relating to monitoring in countries other than the United States and Canada.

Send to: Richard Stein, 456 Barrymore Pl., North Brunswick, NJ 08902.

No frequency information this month, but some very interesting correspondence-----

With the approval of the Board of Directors, we have offered to Steven Handler (IL-001) the use of any information appearing in the International Column. In exchange, Steve has agreed to give RCMA proper credit in his publications. He has also offered to RCMA, the use of any International information from either of his "World Radio Communications Guide" or "Radio Communications Guide". This free exchange of information and acknowledgement of source will be beneficial to both of us.

Mike (IL-014) sends a short article about Radio Shack's international operation. They have more than 800 stores and dealers in Europe, Australia and Japan. I'd like to remind the membership that Radio Shack International still has not answered my request for information about their scanners available for international (non-USA) use. It's been six months now. Regency and Bearcat answered in SIX days!

SX-200- more on this scanner....
I've had some very informative exchanges with both Barry (CA-SM-003) and Gordon (MA-021). Both of these members are dealers who handle a wide range of scanners, including those made by Japan Industries Limited, the manufacturer of the SX-200. Here are some of their combined observations on PAST JIL products.

The old SX-100 was
(1) no match for Electra or Regency
(2) a major problem was the squelch control
(3) sensitivity was poor
(4) the service department in California was unreliable with long waiting times and repeated returns of sets for repair
(5) the major attraction of this set was programming down to 410 MHz- but performance was marginal

A review of the SX-100 can be found in the November 1978 issue of "Popular Electronics", and in a past Newsletter from an unhappy RCMA member.

JIL America was at the CES show in Chicago and had the current model of their SX-100A on display. None of the sets was plugged in however, making it impossible to test out the units. The representative was a bit reluctant to allow Barry to try out the set but he did offer to ship him one at dealer cost if he was interested. The rep. advised that there were improvements in the new set. An examination of the spec sheets for the 100 and the 100A showed no differences.

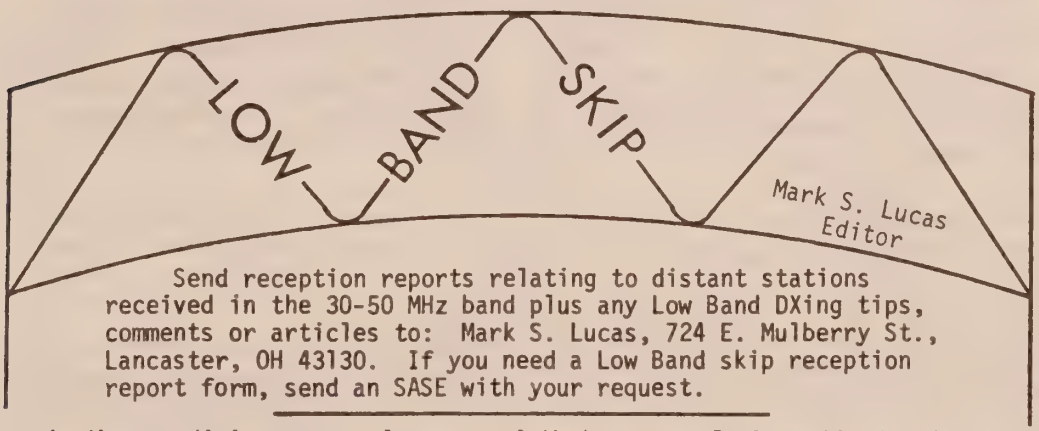
Barry also called JIL in Compton, CA. Initially he was told by the order department that they knew of no such unit (SX-200)only the current SX-100A. Upon additional questioning, he was put on hold, and was later told that several other calls concerning the SX-200 had been received. The rep promised to follow up on it and get back to him. He was offered a sample unit (SX-100A) for evaluation.

I would like to be able to obtain a couple of sample units of the SX-200 for evaluation by the membership. That would prove most interesting.

As of this date (Aug.31) Brian (002-ENG) has received his SX-200 and is putting it through some tests. He says it's quite different than the BC-250 and promised more information soon. Peter (002-NIRE) probably has his unit by now too.

Gordon (MA-021) reports that by October, Canadian versions of the BC-220 and all Regency models will be available to BOTH Canadian and US members. Regency and BC for overseas use will also be available(but not to US members) at about one-half the current retail price there.

News reports have indicated that striking Polish workers in Gdansk were monitoring 2-way police transmissions in order to strengthen their position. That's quite a departure for an Iron-Curtain country. Shame we can't sign these guys up for RCMA. It would sure be interesting to have and occasional report from 001-POL. להתראות



Send reception reports relating to distant stations received in the 30-50 MHz band plus any Low Band DXing tips, comments or articles to: Mark S. Lucas, 724 E. Mulberry St., Lancaster, OH 43130. If you need a Low Band skip reception report form, send an SASE with your request.

Another month has come and gone, and that can nearly be said of 1980! Summer can definitely be written off as gone. And with cooler months ahead more intense scanner monitoring can be assured. Perhaps also an incentive to sit in front ye olde typewritter and contribute?

	FROM EDDIE (NY-041):		46.10 MHz	KBT-806	"Sullivan Co."	FIRE
BASE	BC-250	8-2-80	0759 EDT		Sullivan Co., N.Y.	
			46.20 MHz	NO CALL	"Engine 12"	FIRE
BASE	BC-250	8-4-80	1958 EDT		(Any help on this mystery station?)	

FROM MIKE (MA-???): "I think I can help VA-026 with his station ID. The station was undoubtedly Radio Deutsche Welle from Cologne. Both the ID and site match."
(Editor's Note: Well, what does 39.28 MHz mean to them? Studio/Transmitter link?)

LOW BAND SKIP CONTINUED

FROM LARRY (NH-009): "In March...between 3:00 and 5:00 P.M. I received the frequency of 37.10 MHz. The only ID was "Kilo 71" and "Kilo 71 Tango." What little the talked I think it was an Army division on maneuvers.

"Also on the same day on 37.35 MHz I also received what was also Army maneuvers. No ID was given on this frequency."

(Editor's Note: All right you military buffs, come to attention and help us out!)

	FROM GARY (ILL-073):		39.18 MHz	KSL-490	"Belmont"	POLICE	
BASE	BC-250	6-20-80	2200	CDT	Belmont, N.Y.	635 Miles	
			39.22 MHz	KED-639	"Broome Co."	POLICE	
BASE	BC-250	6-20-80	2126	CDT	Binghamton,N.Y.	722 Miles	
			39.22 MHz	KEC-251	"Yates Co. PD"	POLICE	
BASE	BC-250	6-20-80	2145	CDT	Penn Yan, N.Y.	661 Miles	
			39.30 MHz	KKC-592	"KKC-592"	POLICE	
BASE	BC-250	6-18-80	2145	CDT	Lake Charles,LA	679 Miles	
			39.72 MHz	KGA-340	"Baltimore CO."	POLICE	
BASE	BC-250	6-18-80	2230	CDT	Baltimore Co. area MD	679 Miles	
			39.82 MHz	KOD-276	"Big Horn 13,-276"	POLICE	
BASE	BC-250	6-08-80	1107	CDT	Hardin (Big Horn Co.),Montana	974 Miles	
			39.82 MHz	KOB-244	"244 Miles City"	POLICE	
BASE	BC-250	6-08-80	1121	CDT	Miles City, Montana	905 Miles	
			39.82 MHz	KOH-552	"Walkie-Talkie 1"	POLICE	
BASE	BC-250	6-08-80	1129	CDT	Jordan (Garfield CO.),Montana	983 Miles	
			39.84 MHz	KWE-634	"KWE-634"	POLICE	
BASE	BC-250	6-23-80	2045	CDT	Kearney (Buffalo Co.),Montana	487 Miles	
			39.90 MHz	KZO-221	"Kearney Sheriff"	POLICE	
BASE	BC-250	6-23-80	2051	CDT	Kearney (Minden ??),Nebraska	487 Miles	
			39.90 MHz	KIK-882	"KIK-882"	POLICE	
B/M	BC-250	6-23-80	2053	CDT	Alliance (Box Butte Co.),Nebraska	687 Miles	
			39.90 MHz	KDB-558	"KDB-558"	POLICE	
B/M	BC-250	6-23-80	2108	CDT	Grant (Perkins Co.),Nebraska	626 Miles	
			39.92 MHz	KCB-702	"KCB-702"	POLICE	
BASE	BC-250	6-20-80	2052	CDT	North Haven, CONN.	861 Miles	
	Here are a couple of HELPs that Gary needs:						
			37.42 MHz	NO CALL	"Helicopter 7,David 4"	POLICE	
B/M	BC-250	3-04-80	1122	CST	(CHP ???)		
			39.70 MHz	NO CALL	"Bushfighter,Applejack,etc."		
B/M	BC-250	3-04-80	0900	CST	(Possibly Berlin,Germany U.S. Army??)		

That's it for this month. Next month we shall continue with more excellant loggings from Gary. So send those cards and letters today. By the way,note new 10-20: 331 Reber Ave., Lancaster, Ohio 43130. Let's all do our part to lessen the U.S. Postal Services' confusion! So 73s until November!

FCC TOPICS

George DuBois, Editor

Send FCC news and information of interest that relates to two-way communications above 30 MHz and questions regarding the FCC Rules and Regulations to: George DuBois, 10048 NE Campaign, Portland, OR 97220.

The Motor Carrier Radio Service

Yes, you don't have to own a CB set to listen in on the truckers! Now, with the use of your scanner, you too can hear the radio conversations of companies engaged in the transportation of Americas goods. These companies are the vital link between our nations factories and us, the consumers. And so, without delving into the politics of ICC regulations and the more efficient use of transportation by rail, I'll give you the low-down on the frequencies used in this service..

There are four major areas of concern here. The first is the transportation of passengers within an urban area, in other words, buses. Specifically excluded are taxis, tour and school buses. But remember that local governments, as well as private companies, are eligible in this service. So you may find your city buses on these channels:

30.66*	31.02*	44.48
30.74*	31.06*	44.50
30.82*	31.08	44.52
30.86*	31.10*	44.54
30.90*	31.12	44.56
30.94*	31.14*	44.58
30.98*	44.46	44.60

*shared with other services

These frequencies are for <u>intercity</u> transportation of passengers:
43.70, 43.72, 43.74, 43.76, 43.78, 43.80, 43.82, 43.84

For you long-haul fans, these are the channels for intercity transportation of property or goods:

43.86*	43.96	44.06	44.16	44.26	44.36*
43.88*	43.98	44.08	44.18	44.28	44.38*
43.90*	44.00	44.10	44.20	44.30	44.40*
43.92*	44.02	44.12	44.22	44.32	44.42*
43.94*	44.04	44.14	44.24	44.34	44.44*

The channels marked with an asterisk may be used for paired, two-frequency operation, with the base on the higher frequency, the trucks on the lower.
These are the VHF-hi channels, available to urban or inter-urban carriers of goods or property:

159.495	159.615	159.735	159.855	159.975	160.095
159.510	159.630	159.750	159.870	159.990	160.110
159.525	159.645	159.765	159.885	160.005	160.125
159.540	159.660	159.780	159.900	160.020	160.140
159.555	159.675	159.795	159.915	160.035	160.155
159.570	159.690	159.810	159.930	160.050	160.170
159.585	159.705	159.825	159.945	160.065	160.185
159.600	159.720	159.840	159.960	160.080	160.200

Finally, the UHF frequencies, which can be used by any of the above carriers:

452.325*	452.650	452.775*
452.375*	452.675	452.800
452.425*	452.700	452.825*
452.475*	452.725	452.850
452.625	452.750	452.875*

*shared with other services

Note that these channels are usually two-frequency simplex, with the mobile units 5 mHz higher. T-band channels are from the Land Transportation Pool, as detailed in May's column. Plus, don't forget the ever-popular 851-866 mHz band.

Whether you ever listen to these channels or not I guess depends on your attitude. If you just listen to the usual police-fire-fed stuff you miss a lot of interesting stuff. The truckers on the low-band intercity channels sound just like the rednecks on the CB! On the VHF-hi channels you can find the local delivery outfits, like Purolater. The neat thing about them is that some of them relay accident and speed-trap information to their other trucks, which may come in handy. Most of the city bus operations are on UHF these days, where city governments can select from the Local Government Radio Service channels (453-454 mHz.) if they have to, for administration and security, and run the buses on the Motor Carrier channels. Newer systems have automatic digital identification of the bus and route number when the mike is keyed and this is sometimes incorporated into fancy automatic vehicle locating systems. (Your tax money at work.)

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Aircraft

Rod Hammer Editor

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to: Major Ron Hammer, 821 Elisa Way, Roseville, CA 95678.

Hi again! This will be my second attempt at a column, the first being a resumé of my life's activities over the past two-score and three years. As no one is yet aware of my being your new Aircraft Column editor (as I write this in late August) I'll take the opportunity to just ramble on a bit. One of the hardest things about writing a column such as this is in getting a feel for the level of sophistication of the readers. While some may still be under the impression that "prop-wash" (or jet-wash) comes in buckets, others may have flown the Clippers in the Pacific before my birth.

I will try to avoid the very esoteric terms where not needed and also try to avoid too much of the jargon of aviation. Jargon is flakey at best. Some terms endure to become a real part of our language, but most jargon-type terms are both localized and limited in time. This "time-fragility" of jargon is one reason many Hollywood movies, particularly flying movies, are so hilarious to current pilots when viewed in "present" times. Flying, like brain-surgery or farming or any other occupation does have its jargon. "Flip" or "jive" aviation terminology is best left to the more seasoned user to be used at the right time in the right way. Nothing is more amusing than to listen to some neophyte pilot trying to sound like one of the big boys and getting his jargon wrong! Jargon is defined as:...the specialized vocabulary and idioms of those in the same work, way of life, etc... also incoherent, incomprehensible, unintelligible and outlandish slang...a chattering of birds!

Many of you have noted the preciseness of Air Traffic Control communications. The contrast between ATC comm and the garbage that one can hear on certain other bands (particularly around 27 MHz) is striking. Someone has said that anyone using far-out jargon either has little of importance to say (which is O.K. for just fooling around) or is a fool (which is rarely O.K. in my book).

Internal aircraft communications, whether by interphone or direct speech, is (or should be) devoid of "cutesy" terms in critical phases of flight. When I was flying crew-served aircraft my utterances such as, "LANDING GEAR DOWN--FLAPS FIVE FIVE--ENGINEER, GIVE ME 2700 RPM", etc. were not offered as suggestions. They were commands. If my crew didn't like the way I did things (which wasn't unusual) we could argue about it for hours--at the bar after the flight. Sure, on long, boring cruise legs (like 12 hours over the Pacific) everything from girls to politics to war stories to girls is discussed. However, when you are trying to land a four-engine airplane with two out on one side ("two turning and two burning", as they use to say) you darn sure don't want any mix-ups in what it was you just said!

In our culture our language is diverse and regionalized like most other nationalities' languages. This is quaint, interesting, adds spice, or whatever--but not in flying. "CLEARED VISUAL APPROACH" should mean the same thing at L. A. International as it does at the Podunk County air patch. It should mean the same thing to the $75,000 per year 50,000 hour 747 pilot as it does to the greenhorn still trying to remember, "...is it mixture then RPM..."

Occasionally you will hear conversations on ATC frequencies such as, "Is Oswald Finbender on duty tonight?" or "Is Mary Beth Perkins working this shift?" More remote facilities are prone to gabbleling to pass the boredom, but my friend,

when you are on short final to LAX with one rolling out on the runway, one on your wingtip to the parallel runway and a DC-10 "HEAVY" eating up the airspace behind you, it is just not the time for, "Hey, Mary Beth!--what time d'you get off tonight?" Your wife is not the only one that is going to get on your case for that sort of activity!

I have flown all over Europe, parts of the Middle East, the Far East, etc. FORTUNATELY the international ATC language is English. Heavy accents, however, are not banned. It really helps to know just about what the controller is going to say before he says it (which applys to scanner-monitoring ATC talk, too.) I've had a few bad times over the Pyrenees and in a couple Oriental countries, but it was usually due to requesting something non-standard. "CHECK WHEELS DOWN, CLEARED TO LAND" stated with the right emphasis is rarely confused with "GO AROUND! GO AROUND!" in any accent.

There is a huge amount of international "ICAO" verbage concerning how to ditch on the high seas or how to handle conflicting traffic with a free-balloon, etc. About 90% of it you'll rarely hear in a lifetime of flying or listening. Most of the stuff is routine. Mark Holmes and his predecessors have covered a good many terms for you already, right out of the book.

Foul language is, of course, a complete no-no. In the heat of combat flying I rarely ever heard profanity. It was found to be more efficient and productive to say things like, "Tiger Flight, you've got a 37 (m/m A.A. gun) firing from the crook of the river." "Roger, FAC, I've got him." "Tiger Flight, you're cleared in hot." "O.K., Tiger Flight, green'em up" (arming switches set--all green lights). "Two", "Three", "Four" (flight wingmen checking in). "Lead's in", "Two", etc. None of this, "Let's get that blankety-blank so and so roger dodger over and out 23-skidoo, etc." Only on rare occasions would you hear something like "Tiger Three, you're on fire--get out of that S.O.B., Jerry!!" As you have probably noticed, it takes something less than the prospect of one's immediate demise to inspire some of the 27 MHz folks to profanity.

Sliding, now, into another subject, I'd like to address radio-flight-following of aircraft in flight. Mark and others have touched on it before. It has always interested me. One of the reasons I made a career of aviation was the fascination I had as a little boy watching the DC-3's of the day plying the radio-beacon airways. I always wondered who they were, where they were from and where they were going. I didn't have a Bearcat 220 when I was nine. I had a Packard-Bell table radio (which I still have) that would wig me out with an occasional police call on 1700 Kcs. Times have changed.

While everyone today is not rich, if they are going to pursue this aircraft monitoring hobby, they really should shell out a couple bucks for some supporting documents. You can get an Enroute Low Altitude Chart for your area for as little as $1.10 ordered through one of the catalogs you get for free. (Sporty's, Pan Am Nav, etc. that Mark has already listed for you.) Everyone should be able to determine what chart area they live in. You don't need a full set of world-wide charts to find out what the airway is over your house. Finding out who is flying on it is more difficult.

To start with the easy, take your Patrolman 50 or whatever out to the nearest airport (with a control tower) and tune back and forth between 118-136 MHz until you "intercept" the tower talk. If the controller says, "NORTHWEST 377, CLEARED FOR TAKE-OFF, TURN LEFT HEADING 270 PASSING 2000, CONTACT DEPARTURE ON 127.55" and a 707 with Northwest Orient Airlines painted on the side takes off, climbs a bit and turns left to a westerly heading, you are into specific aircraft flight following! Quick like a bunny try to tune in 127.55 and get the departure talk. You can follow NW 377 right out of sight and radio range.

This is, of course, just scratching the surface of flight following. For next month we'll need a few aids. For those of you who have not already done so, scurry right down to your nearest airline ticket office, travel agency or whatever passes for that in your area. Smile at the sweet young thing working the desk and explain how you'd like to help her out by relieving her of an expired copy of the O.A.G. That's the Official Airline Guide previously mentioned in this column. The North

AIRCRAFT CONTINUED

American edition comes out every two months, so are replaced frequently and regularly. The N.A. edition has about 1,500 pages of every scheduled airline flight (except freighters--that's a different book) in the area of coverage.

The publishers of the O.A.G. claim 125,000 bits of data change in each up-date, but that is a very small percent of the total contained data, so it is quite usable for a good while. You could subscribe for $78 per year, but it is more fun getting them free. The instructions for use of the book are included, so I will not be repeating them here. The O.A.G. has lots of neat info from aircraft performance statistics to three-letter city/airport codes. (You'd never want to call Sacramento "SAC" when the "in" guys know it is really "SMF")

So, next time--when we all have our free O.A.G.'s--we'll delve a little more into flight following. We'll discuss "company" frequencies, too, where one might hear some inbound evening commuter flight saying, "We've got a real crisis tonight, we're out of ice! Have the truck standing by on shutdown".

FEDERAL GOV'T and ☆ MILITARY ☆

Robert B. Grove, Editor

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to: Robert B. Grove, Route 1-Box 156, Brasstown, NC 28902. Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Hopefully, readers are aware that many editor's columns did not appear in the September issue due to a month's advance in copy deadline. I assume no responsibility for what appeared in my column, but thank Bryan Hunnell for sharing his lists with our members.

Correspondence just received from TET U.S.A. indicates that the problem with the metric thread in the first run of GDX-1 discones has been corrected, and all antennas presently being delivered have standard SAE thread to accomodate a PL-259 connector.

Rene (CASC-018) suggests an interesting possibility with Bearcat scanners. Since DC voltage appears on the 12 volt terminal on the rear apron of Bearcats, can this DC supply be used to power accessories? We tested Rene's hypothesis and found that although the DC is unregulated, 14-16 volts at up to approximately 300 milliamps is available for powering ancillary equipment! Preamps, converters and other devices which utilize low current should certainly work from this "free" supply. Watch for signs of excessive heat from the Bearcat, however! Thanks, Rene!

Tom (WI-006) has a couple of corrections to amend the May column: 163.5875 is used by the 128th Air Nat'l Buard Refueling Group, not the 440th AF Reserve Tactical Airlift Wing unit. 413.875 should be labelled GSA pager, not USGS. He adds: 148.175 as 440th Command Post, and 172.175 FAA runway lighting telemetry.

Stan (OR-19) passes along this information about the Bonneville Power Administration's transmissions of satellite hydro-meteorological data. There are 11 transmitter sites (1 in OR, 4 in WA, and 6 in MT). Remote and solar powered, they gather information about rainfall, snow level and other data and transmit it on 401.7144 to a GOES satellite over the Atlantic Ocean, timed by the transmitter's microprocessor. The information is retransmitted in the 1.6 GHz

band to Wallops Island, VA. Previous tests were conducted on 401.8149. Thanks, Stan. Can anyone help Stan with details of the "TRANSIT" satellite program?

Editor George DuBois shares some information with us this month. NTIA (National Telecommunications and Information Administration) has requested spectrum usage in the 900 MHz range for "low capacity fixed service" (links). Members are urged to write me if they learn of any switch to the 806-960 MHz band by federal government users.

George says that a number of inquiries regarding the ECC system as I explained in an earlier column has prompted him to provide a little more detail; in his words:"Transmitter-receiver sites within range of a repeater, or of each other, are usually simplex. These transceiver sites are, of course, relayed on the UHF links, complete with the popular beeps and tones, plus subtones for site and channel selection.

A site set up for ECC has a second receive input, a different frequency. This second input will key the transmitter on the simplex frequency, just like any repeater. Other cars, of course, are already on that channel. The car transmitting must be in search-lock, so his receive reverts to the active channel. The only drawback (to us) is that when the site is keyed, it doesn't relay audio on the link. This is solved by monitoring the link from another site, one that can receive the first one when it's keyed!". Thanks, George.

From Bob (RCMA-Miami Group) we have information that portable US Park Police systems were used to back up law enforcement during the refugee crisis in Miami. They have been removed, but were channelized as follows:

166.725 F-1 (repeater)
166.925 F-2 (repeater) Orange Bowl refugee holding center
167.075 F-3 (simplex) Opa Locka Airport refugee processing ctr.
166.850 F-4 (simplex)

Additionally, the Miami group says that a great deal of Spanish speaking tactical communications was monitored on the Florida National Guard frequencies on Monday, August 4, 1980 (38.3, 38.5 and 38.6 MHz). Interesting, Bob. Thanks.

A letter from Scott (IL-054) informs me that my book, FEDERAL FREQUENCY DIRECTORY is being sold for as much as $22 by New York mail-order hustlers! He says the same outfits are selling information on out-of-band programming of Regency scanners.

For our readers' information, any Regency programmable may be programmed to receive out-of-band signals merely by pressing the decimal key just before entering the desired frequency. There, now members can save $15! Thanks, Scott.

From Don (CAKE-004) Edwards AFB corrections and additions 148.035 "Conform" (Command Post); "Ponderosa (#)" (mobiles). Also 304.0 AM air-ground. 148.100 base operations.

148.245 "Dag Rag" (Range operations)
148.4825 ("Sport"; Downfall" (Range Emergency Ordinance Disposal Teams).
148.8425 Photo lab.
148.8725 "Tac 3", "Ch. 3" security police
149.5625 Civil Engineers
149.7625 Base Motor Pool wrecker
149.9025 Fuel Trucks (P.O.L.--petroleum, oil, libricants)
149.9115 "Tac 1", "Tac 2" Security police
149.9825 Base Motor pool taxi
163.4625 Maintenance net B
163.5375 Maintenance net B
163.5875 EOD team
173.4125 Communications Squadron
173.4875 Flight surgeon; hospital
173.5875 Fire, ED, tower, command post
413.500 tone and voice pagers

* * * * * * * * *

165.1125 Command post, George AFB (#560-security police; #555-supply liaison)
148.545 Ground control, George AFB
149.700 P.O.L., George AFB
149.5375 Command post, March AFB
269.9 ATIS Edwards AFB
273.5 ATIS George AFB
322.3 AF Thunderbirds (aerial acrobatic coordination during show)
381.3 "Raymond 6" (UHF Command post, George AFB)
Very nice list, Don. Many thanks for sharing it with us.

From Editor George DuBois: DOE assignments, Hanford Nuclear Reservation, Richland, WA

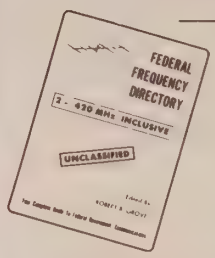
164.275 Repeater; security (KKE624)
164.325 paging
164.375 Repeater; maintenance
164.400 repeater, administrative
164.525/167.825 telemetry and data
Thanks again, George!

From Dennis (OK-002)
163.4875 Tinker AFB Security
163.5375 Tinker AFB Fire Dept.
163.5875 " " Base ops.
149.200 " " TAC
149.265 " " Ground control
163.5625 Ft. Sill MP (Tac 1)
164.100 " " (Tac 2)
173.4125 " " crash
173.4625 " " fire
173.4925 " " Maintenance
165.0875 " " Motor Pool
170.875 El Reno Federal Correction Center
173.100 National Severe Storms Laboratory, Norman, OK
415.200 Federal Building security, Oklahoma City
165.6375 FAA security
166.175 FAA paging
163.375 VA hospital paging
40.1/41.15/46.9 National Guard Helicopters
Another nice list; thanks, Dennis.

I would like to extend a great big "THANK YOU" to those members (and editors) who continue to send in their private lists of frequencies. Without them, this column would wither away. We are always a few months away from seeing them in print, but they get there eventually!

One of the lists which will be published in this column next month will show a large assortment of VHF and UHF military aircraft frequencies used in Southern California; it was submitted by Craig (CA-VE-011), and we'll share his efforts next month. See you then!

Increase Your Listening Power!



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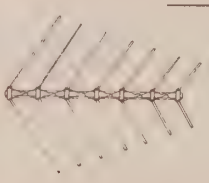

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GROVE ENTERPRISES

ROUTE 1 BOX 156F BRASSTOWN, NC 28902

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to: Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

I thought I would start off this month by discussing a problem that has appeared for several months now. Our club is expanding very rapidly in the United States, as anyone can see if they glance at the New Members list. Looking at this same list will show that it is growing very slowly in Canada (example September, NO new members in Canada, compared to 50 for the US). The problem of attracting new members to the club is an issue that has been left unattended for too long. I believe that we as members should be able to increase the membership.

A method that has been suggusted is the placing of RCMA information sheets in stores that sell scanners and related equipment, one example being the numerous Radio Shacks. The store managers appear interested after they read the information sheets and are permitting the placement of these sheets. If this method is used the member must remember to periodically check back with the store to see if more sheets are needed. This is the only idea I can offer. We in Canada do not have the benefit of Police Call and various communications oriented magazines that spread the word so well in the USA. If any members come up with an idea, please let me know and I will pass it on to the members.

Douglas (CAN-041) has been corresponding regularly with several Canadian members. He is willing to compile a Canadian directory of sociable members. The list will be compiled from letters of interested members who want to correspond with other members by letter, phone, cassette or in person. The directory will only be sent to members listed in the directory. If a member would like to be listed in the directory, send a self-addressed stamped business size envelope to the address below giving the following information:

(1) name, address, and membership number
(2) receiving equipment
(3) listening interests
(4) method(s) of correspondance (if by phone, include number)

Douglas C. McDougall, CAN-041
Apt. 408, 1830-11 Ave. S.W.
Calgary, Alberta
T3C 0N6

Also from Doug:

Mobile Telephones in Canada

The following radio frequencies are used for mobile telephone in the majority of Canada.

152.480 / 157.740 JJ
152.510 / 157.770 JL
152.540 / 157.800 YL
152.570 / 157.830 JP
152.600 / 157.860 YP
152.630 / 157.890 YJ
152.660 / 157.920 YK
152.690 / 157.950 JS
152.720 / 157.980 YS
152.750 / 158.010 YR
152.780 / 158.040 JK
152.810 / 158.070 JR
152.840 / 158.100 JW

There are also 12 more channels spaced midway between the above 13 (for example 152.495 / 157.755). These new frequencies are being implemented in some areas. I do not have the letter designations for these split channels.

I have a wealth of material that I have just received from Chuck Gysi passed on from various members. From J.B. Rae (CAN-019) is the following list of Ontario Hydro channels and uses.

ONTARIO HYDRO FREQUENCIES

Channel	Group A	Group B	Group C	Group D	Group G
1	49.600	49.460	49.260	49.250	46.960
2	49.620	49.500	49.270	49.350	46.980
3	49.760	49.520	49.280	49.370	47.020
4	49.780	49.610	49.320	49.480	47.040
5	49.820	49.660	49.330	49.390	47.060
6	49.840	49.680	49.340	49.550	47.100
7	49.670	49.770	49.440	49.710	47.160
8	49.510	49.830	49.450	49.360	47.180

Groups A & B Operations
Group C Construction
Group D EHV Activities
Group G General Projects

Group D Applications

WEST of #27 Highway
Ch. D1 Rope Flying 1
Ch. D2 Tension Stringing 1
Ch. D3 Sagging 1
Ch. D4 Support Administration 1

EAST of #27 Highway
Ch. D5 Rope Flying 2
Ch. D6 Tension Stringing 2
Ch. D7 Sagging 2
Ch. D8 Support Administration 2

B1 - Arnprior
B3 - Bancroft
B5 - Brockville
B6 - Cobden
B6 - Cobourg
B1 - Frankford
B2 - Kingston
B7 - Perth
B5 - Peterborough
B4 - Picton
B8 - Tweed
B8 - Vanleek Hill
B4 - Winchester

Also Reported Utilizing:
49.580 XOH Base
49.700 XOH Base
49.780 Markham
49.620 Chatham
42.680 Milton
42.820 Douglas Point
49.960 Peterborough

From Wayne (CAN-012):

Winnipeg International Airport	Tower		118.300
	Arrivals		119.500
	Departures		119.900
	Ground Control		121.900
			149.150
	Military		131.400
	Security		413.0625
	Weather Radio XLM 538		162.550
Winnipeg Police Dept. XGL 378	Dispatch Districts 1,2,6	1	413.2250
	Dispatch Districts 3,4,5	3	413.6500
	Dispatch-Detectives	4	413.1250
	Info-cell mobile	2	413.7375
	Info-cell portable	2p	413.2500
Winnipeg Fire Dept. XGL 377	Dispatch - all districts	1	413.1625
	Fire response	2	413.0125
	" "	3	413.4125
	" "	4	413.6250
Winnipeg Ambulance Service XGL 376	Dispatch	1	413.9125
	"	2	413.3625
	Future use	3	412.7875
	"	4	413.5875
RCMP	Repeater	A	155.550
	"	B	155.580
	"	C	155.700
	"	D	155.640
	Car-to-Car	2	155.670

Winnipeg Sub-division XGL 201 with 10 repeaters
Brandon Sub-division XJA 520 with 6(?) repeaters
Dauphin Sub-division XJD 022

Winnipeg Dept. of Works and Operations XJJ 621	District 1	154.770
	2	154.920
	3	155.490
	4	155.730
	5	154.680
	6	153.950
	Control	154.130
Winnipeg Transit XJF 621		154.980

Winnipeg Area Railroads 159.810/.930/160.305/.335/.365/.395/.425/.455/.485 160.515/.605/.665/.725/.785/.815/.905/.935/.965/.995/161.025/.055/.085/.115 161.205/.265/.295/.325/.355/.415/.455/.475 CPR Security CJU 227 159.885
(Wayne, try the August RCMA Railroad column to help ID some of these. rb)

Winnipeg Towing Companies	United	150.605
	MacAurthurs	158.340
	Buchanan	464.7625
	Autoroute	451.2375
	South End	164.460
	Manitoba Motor League	165.990
Unicity Taxi Co.		157.680/151.025
		162.870/157.530
		163.230/166.440
		164.310/165.390
Amateur Repeaters Winnipeg City	VE4 WPG	146.460in/147.060out
	VE4 RAG	147.340in/147.240out
	VE4 CNR	146.160in/146.760out
	VE4 WDX	147.780in/147.180out
	VE4 AGA	52.760in/147.120out

Quite a range of frequencies Wayne! I edited some of his material (some unidentified taxi and towing frequencies and some amateur repeaters) so if any members want the entire list I'm sure Wayne will supply the edited material on request.

Before I go on I'd like to make an addition to the information I supplied last month. I neglected to give the pairs for the Windsor Police Dept. The mobiles are 4.02 MHz below the channels I listed. The pairs for the Winnipeg Police, Fire and Ambulance 413 MHz frequencies are 5 MHz higher but I believe they are all repeaters anyway.

The following is from Michael (CAN-017):

Ottawa City Police	I/S Simplex	139.680
	I/S "	139.770
		142.095/138.075
		142.485/138.465
		142.425/138.405
		142.185/138.165
		142.335/138.315
		142.725/138.705
		142.995/138.975
	Provincial	142.770/138.750
	MP Security	149.650
Ottawa City Fire	Trucks	154.370
	Base (this one from ed)	159.390
	Secondary	154.070
Ottawa Ambulance	Provincial	150.100
		149.170
	Administration	149.440
Ottawa area RCMP		154.490
		155.190
		155.355
		155.670
		155.700
		155.820
		155.940

CANADA CONTINUED

City of Ottawa	Hydro		153.470
	Roads		163.110
	Parks and Recreation		166.770
	Sewers		165.750
	Traffic		164.880
	Complaints Dept.		165.770
	Water Works		167.235
CFRA Radio News			153.170
CKOY Radio News			153.225
			153.290
Uplands Airport	Tower		118.300
	Ground Control		121.900
	Departures		120.800
	Arrivals		120.400
	Auxiliary		125.750
	VFR Tower		120.100
	Weather		125.100
	Flight Plan Information		126.700
	Flying Club		119.400
	Rockcliffe Airport		121.000
	Gate Assignment		122.400
	Shell Oil Co.		123.000
Emergency Measures Organization		1	149.710
		2	149.620
		3	149.050
		4	148.990
		5	149.740
			149.525
Bell Telephone Repair			148.650
Bell Cable Desk			163.170
Ottawa Citizen Newspaper			162.720

I think I'll leave off at that point and continue next month. Next month I'll finish Michael's list and print most if not all of a list I have for the Lower Mainland of British Columbia. Hopefully by that time we will also have a reply from the DOC on RCMA's request on the legality of scanners in Canada both for residents and U.S. visitors.

Meantime if you did not see your name up here and have information that would benefit all of us, please send it in. Until next month 73's and good listening.

Business, Etc.

Chuck Gysi, Editor

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufacturers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/ hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to: Chuck Gysi, P.O. Box 216, Willow Grove, PA 19090.

Due to a lack of interest of members, the GMRS section of this column is hereby dropped. There has not been sufficient input of general mobile radio service information from the membership. Thus, GMRS information will be combined in the other sections of this column in the future. And how about the rest of this column? Do you want to see other sections dropped as well? I need your input to keep this column going month after month. Oh sure, I have plenty of old information kicking around that I can fill the column with each month, but I need new information each month. What business frequencies are in use in your city? Please take the time to send in a list of frequencies that you might like to share with others.

News Media/Film

HOUSTON AREA NEWS MEDIA

From Ed Lentz (TX-045):

161.670 KHOU-TV, Channel 11
161.700 KTRK-TV, Channel 13
161.730 KJLF-AM
161.760 KPRC-AM
450.0875 KPRC-TV, Channel 2 engineering
450.150 KPRC-TV, Channel 2
450.850 KTRK-TV, Channel 13
452.975 Houston Post
453.000 Houston Chronicle
455.350 KTRH-AM

ALSO: KPRC uses RCC phone channel 454.025 (maybe others). KTRH/KTRK have used RCC phone high-band channels as well.

Business

RADIO REPAIR SHOPS IN METRO NEW YORK

From Tony Loving (NJ-005):

461.050 Dale Electronics, Brooklyn
461.150 Portronix (E.F.J.), New York
461.300 Phone Depots Inc., New York
461.350 Aerotron, Fort Lee, NJ
461.375 Radio Communications, Freehold, NJ
461.475 Tra-Mar Electronics (Motorola), Beacon, NY
461.550 Henry Bros. Radio (Motorola), Alpine, NJ
462.000 General Towers, West Paterson, NJ
462.050 Mobile Communications, West Orange, NJ
462.600 B&C Communications (RCA), Fort Lee, NJ
463.325 Comtran (Sonar), New York
463.350 Multi-Media Communications, New York (computer analysis for intermod)
463.550 B&C Communications (RCA), Fort Lee, NJ
462.725 Sheppard's Commercial Radio, Hawthorne, NJ
463.875 CED Electronics, Brooklyn
463.900 Motorola, New York
463.925 Repeater King Inc., New York
463.700 Motorola C&E, West Orange, NJ
471.7625 Repeater Communications (Sonar), New York
471.8875 Mobile Radio Dispatch Service, Matawan, NJ
472.1375 Motorola C&E, New York and Long Island
472.1875 Motorola C&E, New York and North Jersey
472.3375 Warner Communications (GE), West Orange, NJ

U.S. STEEL SYSTEMS IN PITTSBURGH AREA

From Scanning Pittsburgh:

42.98 Mobile
153.050 KSZ 536 Neville
153.110 KGC 638 Duquesne (also KRC 634)
153.170 KUF 288 North Braddock (also KTA 377)
153.200 KGD 517 McKeesport
153.320 KGH 455 Braddock
KBM 868 Clairton
KBM 869 Dravosburg
KRC 326 Duquesne (also KRC 327-9)
KBR 200 McKeesport
KBM 374 Monroeville
KGE 328 Rankin
156.350 KEW 848 Glassport (MARINE)
156.550 KJC 795 Clairton (MARINE)
158.280 KGA 238 Homestead (also KGE 970)
462.400 KLP 298 Dravosburg

U.S. Steel's "house" railroads--Union Railroad
160.260 Yard
160.350 Yard
160.500
160.620
Calls: KEF 690--Braddock, KGB 375--Clairton, KDY 751--Duquesne, KCT 398--West Mifflin, KGA 849--Rankin
Bessemer and Lake Erie Railroad
160.830 (Channel 1), 161.310 (Channel 2), 161.220, 161.565

U.S. Steel helicopter
123.025 (air-to-air), 123.050 (landing)

Motor Carrier

CHICAGO AREA BUS COMPANIES

From Brandt Niemuth (IL-084):

151.955	KXH 803	Davidsmeyer Bus
	KUX 842	Mid-America Coach
154.515	KXZ 345	Schaumburg Transportation
462.000	KUV 627	Cook County School Bus Inc.
463.575	KRJ 323	Tri-State Coach
471.9625		Continental Air Transport
472.5875		Willett Corp.
472.7125		Willett Motor Coach
472.7375	KXC 553	Willett Motor Coach
806.3625	WCL 535	Tri-State Coach (editor's note: This is the repeater input frequency. The output is 851.3625, which is 45 MHz higher in the 800-MHz band.)

Mobile Phone/RCC

MIAMI AREA MOBILE PHONE USERS

From RCMA-Miami Group:

Miami City Commissioners
Dade County Commissioners
Dade County Aviation Dept. (emergency command/coordination)
Dade County Fire Dept. (emergency command/coordination)
Radio station WKAT
Radio station WHYI
Thompson Park Recreation Area*
Elliot Key Recreation Area*
*The latter two are stationary phone units maintained by Southern Bell for primary communications to the remote recreational sites.

NEXT MONTH: Mobile phone users in the Philadelphia area.

Utility

PART VIII--LOS ANGELES CITY WATER AND POWER SYSTEM

Channel 6 and 7 system

The frequencies 451.125 (Channel 6) and 456.125 (Channel 7) are assigned to the Los Angeles area for city-wide and local paging purposes, and for communications between mobile units and base stations (and other mobile units) of the communication section and security group.

451.125 is used for all paging requirements and for short-range communications. Operators needing long-range communications may access a mobile relay transmitter located on Lookout Mountain by transmitting on 456.125. The Lookout Mountain transmitter retransmits the received signal on 451.125.

Base stations guarding this frequency include the Los Angeles Radio Telegraph Office, communication section shops and department security offices.

Mobile units transmitting on 456.125 thereby using the Lookout Mountain mobile relay transmitter, must transmit the assigned call sign KV 4368 when clearing the frequency.

The Van Nuys communication section shop must transmit the appropriate call sign when operating on Channel 6 or Channel 7. A different call sign is assigned to each frequency.

The general office building paging transmitter is automatically identified when in use. The Los Angeles radio telegraph office identifies the Lookout Mountain transmitter every 15 minutes.

Security

Nothing to report this month, but,
NEXT MONTH: Atlantic City casino update!

School

From Brandt Niemuth (IL-084):

154.515	KAS 553	Evanston (Ill.) Township District 202
154.600	KX 6422	Maine Twp. High School (Ill.) D-1
	KW 6913	Maine Twp. (Ill.) High School East
151.805	KQH 431	Maine Twp. (Ill.) High School North
154.600	KR 8372	Maine Twp. (Ill.) High School South
151.865	KFR 314	Northwestern University
463.475	KCC 774	Northwestern University/Evanston (Ill.) campus

Freak Freqs

From Steve Malone (NJ-049)

The frequency 463.550 is used by members of the JERSEY CITY GONG CLUB, which is a mobile canteen for the Jersey City (NJ) fire department and Hudson County area). The frequency is used by member fire buffs chasing fire alarms and giving fire and disaster reports in the metro New York area. They also have a unit attached to the Teaneck Fire Dept. mobile communications/ canteen unit. The frequency is mostly active after business hours and all weekend.

From Walt Baranger (CA-OR-129):

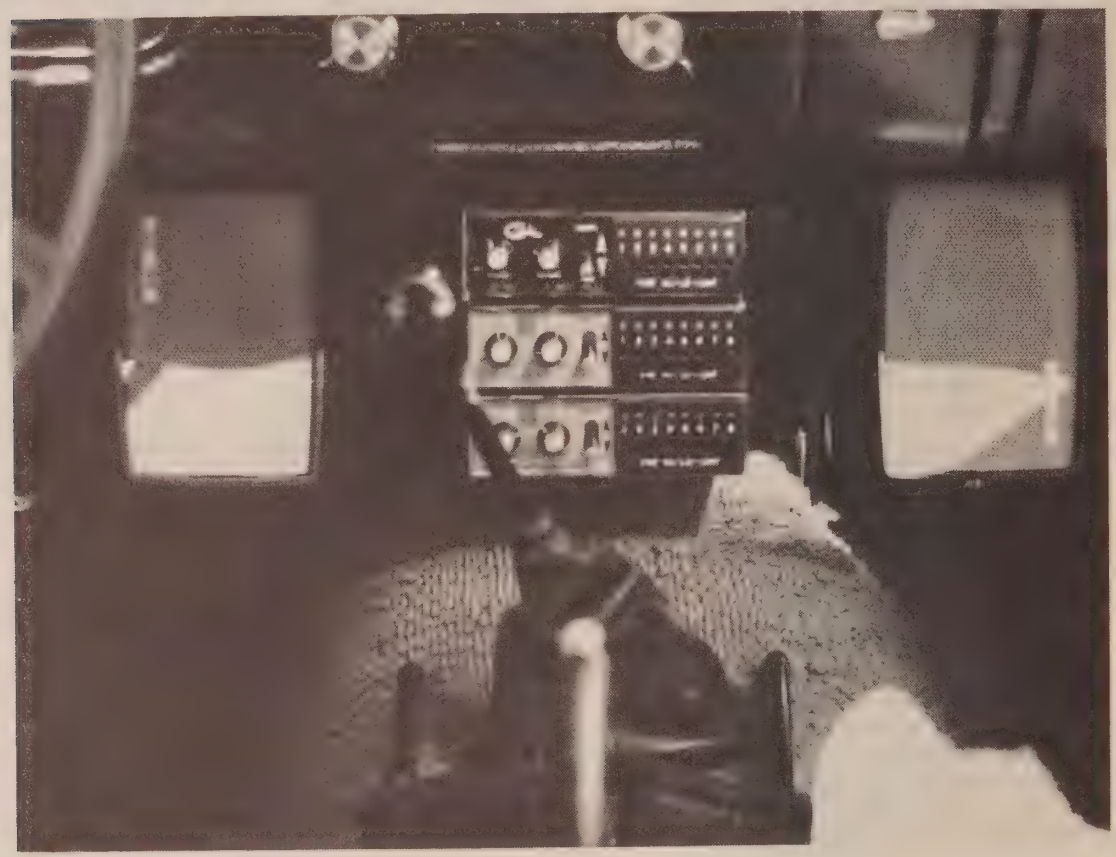
Hoag Memorial Hospital in Newport Beach, CA, uses 184.000 to 184.995 MHz for miniature radio electrocardiograms (EKGs). The units are taped to the patient's chest, allowing the units to be monitored wherever the patient walks on the hospital grounds. Approximate power is one milliwatt and more than 20 frequencies are used.

From Larry Smith (MI-001):

Detroit Lions are authorized on 151.625 as KX 8499.

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301.



From GARY (CA-048) comes this unique mobile installation. Feeding 3 Pace speakers are, from top to bottom, a Courier M8 HLU monitoring CHP Silver, Blue, Brown, & Purple; a Fanon Scanfare M8 HLU monitoring USFS, LAPD, LA CO. Fire, & Ventura Co. Fire; and a Fanon Scanfare M8 HLU monitoring LA CO. SO and LA CO. Fire. On the hump are two pocket monitors, on the left a Fanon Courier 4 channel VHF Hi-Low; on the right a Fanon Courier 6 channel all band monitor. For the top unit, Gary uses a A/S base loaded low band antenna. The lower 2 units are fed by a single antenna split with a Hustler Model LYS Monitor Matchbox. Gary has found this more versatile and useful than having a single BC250! Coming next month: The unique installation of John Arendt! How about you? Isn't it time to load that camera with b/w film and send that 5 x 7 enlargement? Don't forget to take photos of chapter groups!

SATELLITES

Bill Blomgren, Editor

Send information about satellite frequencies which you have received with type of traffic heard, orbital data, hobby receiving equipment and antennas and questions pertaining to satellite monitoring to: Bill Blomgren, 112 Sandra Lane, Normal, IL 61761.

This month I received a number of letters. I would like to start off by sharing some of the information I received.

The Jeep

The first letter was from Chris Devendorf (CA-OR-050). Chris indicates that the jeep used for communications at the Mount St. Helens volcano came from the 303rd Aerospace Rescue and Recovery Squadron located at March Air Force Base in California. According to Chris there is a second jeep of this type located at the 305th Aerospace Rescue and Recovery Squadron at the Selfridge Air National Guard Base in Michigan. The call sign for the California unit is Rescue 621 and the Michigan unit is Recue 624. Originally these jeeps were equipped with L-band terminals to work through the ATS-6 satellite but when ATS-6 was turned off, these terminals were then switched to VHF for use with the ATS-1 and ATS-3 satellites.

According to the information provided by Chris, the jeeps contain the following radios along with the VHF satellite terminals already discussed.

RADIO EQUIPMENT ON RESCUE JEEPS

Quantity	Description	Band	Modulation
1	HF Radio With auxiliary receiver	2-30 MHz	AM/SSB
1	High band radio	150-174 MHz	FM
1	Low band radio	30-79 MHz	FM
2	UHF radio	225-400 MHz	AM/FM
1	VHF radio	108-150 MHz	AM
1	VHF satellite terminal	135-149 MHz	FM

Along with the radio equipment, the jeeps also contain special generators which can provide all of the power necessary to operate the jeeps' many communications systems. These jeeps are standard CJ-5 frames with four-wheel drive and front mounted 8,000 pound winches. Each jeep is also equipped with a trailer that contains a special auxiliary generator. This generator is in addition to the one already mounted under the hood of each jeep. According to Chris, these jeeps are available for both civil and military search and rescue missions and can be acquired by contacted the Air Force Rescue Coordination Center at Scott Air Force Base in Illinois.

Source of DC

R.G. Borde (CA-SC-018) also wrote in this month. Rene indicates that it is possible to use the 12 VDC jack on the BC 210 or BC 250 as a source of DC power for running preamps and converters. According to Rene these jacks can supply 14-16 volts DC even when the scanner is turned off. You should, however, fuse the line between these jacks and your preamp or converter to be safe.

Vanguard Info Hard To Get

Rene also reports that it is extremely difficult to acquire information from the Vanguard Labs Company on preamps and converters. According to Rene after sending three letters and a self-addressed stamped envelope there has still been no response. I found this same problem to be true when I ordered my converter. I finally had to telephone

the Vanguard people to get results. On the telephone they were quite nice and extremely helpful. By mail they were unresponsive. I would recommend you call them at (212) 468-2726 even though it is more costly than writing.

Other Letters

Also this month I received information from John Arendt (IL-012), Bryan Hunnel (CA-LA-006) and Eddie Muro (NY-041). I also received a telephone inquiry from Dan Parkhurst (ND-001) regarding the ATS-1 and ATS-3 satellite channel designators and frequencies. For those of you who may have missed them in the October, 1980, newsletter, here they are again.

ATS-1 and ATS-3 Channels	
Channel	Frequency
1	135.550 MHz
2	135.575 MHz
3	135.600 MHz
4	135.625 MHz
5	135.645 MHz

Weather Satellite Update

For those of you who monitor weather satellites in the 136-138 MHz range, here is some information I received from Mr. Robert W. Popham, the Coordinator of Direct Readout Services for the NOAA/National Environmental Satellite Service. Remember weather satellites do not contain voice signals.

U.S. WEATHER SATELLITE SUMMARY AS OF 3/31/80					
Spacecraft	Orbit Type	Status	Launch Date	Position	Notes
SMS-1	Geostationary	Stand-by	5/17/74	129.45°W	Not active
SMS-2	Geostationary	Operational	2/6/75	74.82°W	GOES - East
GOES-1	Geostationary	Stand-by	11/16/75	88.81°W	Not active
GOES-2	Geostationary	Operational	6/16/77	109.33°W	GOES - Central
GOES-3	Geostationary	Operational	6/16/77	134.98°W	GOES - West
TIROS-N	Polar	Operational	10/13/78	Polar orbit	Active
NOAA-6	Polar	Operational	6/27/79	Polar orbit	Active

GOES - Geostationary Environmental Satellite

SMS - Synchronous Meterological Satellite

TIROS - Television Infrared Observation Satellite

NOAA - National Oceanic and Atmospheric Administration Satellite

LES-8 and LES-9

According to information published by Geoffrey Falworth, the editor of the Satellite News, the position of LES-8 and LES-9 as of October 1, 1979, is as follows. LES-8 is in geostationary orbit over longitude 107.15° west. LES-9 is in geostationary orbit over longitude 90.73° west.

TIROS-N

Automatic Picture Transmission (APT) - 137.62 MHz
High Resolution Transmission (HRPT) - 1707.00 MHz
Direct Sounder Broadcast (DSB) - 137.77 MHz

NOAA-6

Automatic Picture Transmission (APT) - 137.50 MHz
High Resolution Picture Transmission (HRPT) - 1698.00 MHz

Railroads

Ken Fitzgerald, Editor

Send information about railroad frequencies and their uses, radio system details, tips for monitoring railroads, explanations of railroad jargon and related information and questions to: Ken Fitzgerald, 121 East Hackberry, Enid, OK 73701.

Welcome to the November "Railroads" column and happy Thanksgiving! From one of our Canadian members comes the following information on a publication listing Canadian frequencies:

"I recently ran across an interesting booklet that may be of interest to other Canadian members, and those along the border. The Canadian Railway Radio Guide is published by Gansel Publications, Box 1108, Niagra-on-the-Lake, Ontario LOS 1JO. The most recent available edition was published in 1977, and costs $5.00. It consists of 19 pages of information, two of which are maps that help to sort out the information on the other 17 pages. It covers Canada from coast to coast, and from obscure company lines to CN/CP."

Thanks to James Rae(CAN-019) for sharing this with us, and I have ordered a copy on the basis of his recommendation.

Lee Pettijohn writes that after spending a week in Las Vegas(did you still have your scanner when you left Lee?)he was able to verify the use by Union Pacific of 160.740 road channel, 160.290/161.520 mobile telephone channel, 161.025 maintenance of way, and he tracked down the Las Vegas yard carmen's repeater to be 161.340/160.410(output/input).

From Mike(LA-008)and other sources, I have been able to collect more frequencies to add to the list of those used by the Southern Pacific in California:

Control Links(frequencies used to control road channel(161.550)transceivers at remote locations. You can utilize the remote radio's usually optimum location for better scanner reception of road channel chatter by monitoring the control link frequency):

Alturas to Likely Mountain	160.320
San Luis Obispo to Mount Tassajera	160.230
Yuma, AZ to Ogilby, CA	160.845

San Francisco Area:

San Francisco yard utility	160.980
San Francisco yard carmen	160.845/161.130
San Jose yard carmen	160.470/161.340
Pacific Motor Trucking in S.F. and S.J.	160.290
Oakland yard carmen	160.350/161.310
Oakland yard switcher	161.100
Oakland Pacific Motor Trucking	160.320

Sacremento:

Mechanical Department	161.520/160.425
Company Stores Department	161.250
Yard switcher	160.470
Pacific Fruit Express ice deck	160.800
Pacific Motor Trucking	160.290

Fresno:

Yard carmen	160.350/161.310
Yard carmen	161.220/160.470
Pacific Motor Trucking	161.400

Roseville:

Yard carmen	161.340/160.800
Yard carmen	160.230/161.310
Yard carmen	160.350/161.130
Yard hump	160.980
Yard switcher channels	160.470,161.100,161.430
Pacific Fruit Express	160.410/160.725

Bloomington:

Yard utility	160.620
Yard carmen	160.380/160.920
Yard carmen	452.900/457.900
Yard switchers	160.470,161.100,161.430

Redwood City Pacific Motor Trucking ---------- 160.725

Berkeley Pacific Motor Trucking ---------- 160.320

Any additions, deletions, or corrections anyone can make to this list will be heartily welcomed. That's about all for this month. I was going to list Southern Pacific and Union Pacific train designations this month, but I am waiting on updated information, so hang in there! Once again, have a happy Thanksgiving holiday, and please keep sending those contributions and questions, no matter how large or small. I am especially interested in contributions describing train numbers, symbols, schedules, operations, etc. for the railroads in your area. I believe this would be very helpful to members who travel with their scanners, because I find myself in the predicament of being in a strange place and even though I know what frequencies are used by a railroad, I can't interpret calls like "Switch Job 2 is at the North Tower," or "Train APL meet the 9216 east at Ashmont". Railroad terminology is almost universal in its application, but unfamiliar location names and local operating variations make it difficult to get a good idea of exactly what is going on many times. Any help would be appreciated. See you next time!

Technical Topics

Send all equipment reviews, technical articles, technical tips and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions or even computer applications for monitoring to:

EDITOR NEEDED!

We need a new Technical Topics editor. The editor of this column should have a background in electronics and an understanding of VHF/UHF radio communications. This editor would be required to generate some information for the column as well as organize input and questions from the general membership. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090.

From TAD (CT-010):

Before I stalk off on vacation, I thought I'd report on my first week's field test of the new Bearcat 160 16 channel programable scanner.

It's a nifty little number that would make a great second scanner for those with 250's (such as myself), and an excellent way to take that first step into a world without crystals.

No. It's no 250. But it doesn't pretend to be. And it has some features mine could use. Like a HOLD function for search. On the 250 you have to turn off the squelch to lock-in during search.

The 160 also sports stepping up and stepping down features that let you go backwards or forwards one frequency segment at a time in the search mode.

And it's got squelch power! You can squelch out the strongest signals like those sometimes annoying skips that are only slightly weaker than the station you want to listen to.

The non-tactile keyboard (looking a little like a Fisher-Price toy -- like maybe it doesn't really do anything) takes some getting used to if you're used to something else. But, after that, it's a pleasure. No, you will not screw up the works by putting your hand on it. You have to push, much as with buttons, it's just that nothing seems to move.

The green display, although smaller than the 250's, is easier to read because it's both brilliant and angled just right for tabletop use.

Other features of the 160 include: channel 1 priority, 2-second programable delay, scan and search speed selection, programable auxillary for operating a tape recorder, bells, lights, etc., choice of channels 1-10, 11-16 or 1-16, lockout.

The 160 has a volatile memory -- if the power is disconnected, POOF!, it forgets everything you told it. To avoid that you can install two 9 volt batteries in a special compartment. They will keep memory intact if the power company blows it or if you unplug the unit to move it.

The specs indicate only 300 milliwatts of audio, but there's plenty of volume and the sound is crisp.

What is there about the 160 I don't like? There is no indication of relative volume and squelch settings. But that is of minor moment when you consider what else it doesn't have. A fat price.

The list is $279 (and who pays list?) vs. over $400 for the 250, and as much as $200 for a good used Bearcat 101 which can't even search!

According to Bearcat the 160 is due to be shipped to stores between late August and early September -- more than enough time to take a test listen and jot it on your Christmas list if you like what you hear.

From George DU BOIS (OR-001):

This is a more or less "quickie" review of Bearcats latest three models. It's not what you'd call comprehensive, because the only way most of us can really try a radio for performance is the comparative test of taking it home and trying it yourself. This you usually can't do without buying it. This review will also highlight a few trends Electra has taken lately.

The Bearcat 160 is a programable scanner with 16 channels, search (with a hold button!), individual channel lockout, the usual features. It has up/down (and on/off) buttons for volume, squelch and power, flourescent display and, overall, will definitely appeal to the person who has never owned a scanner, the type who buys a radio in a department store. I don't think anyone reading this will look twice at it. It shows one of the latest trends, and that is toward stripped-down, mediocre-performance scanners at under-$300 price tags. The nicely-styled cabinet has the speaker on top and the keyboard angled slightly less than a 250's, so there's no way at all to stack them. It runs on 120 volts and 120 volts only. No 12 volts. The audio power is a miniscule .8 watts, probably adequate for a small room, but in a noisy environment, forget it. Sensitivity is lousy, 1 uv. on VHF. (Compare that to .4 on the 300.) Most upsetting are the UHF band limits, 440-512 mHz. Evidently, we are not supposed to be able to tune 420 to 440 mHz anymore. (or the reverse image thereof.)

The Bearcats 5 and 5/800 are 8 channel crystal controlled receivers with excellant sensitivity (.5 uv.). The model 5/800 covers 806 to 870 mHz with 1 uv. sensitivity. This is an odd choice of bandwidth since the repeater side of the 800 mHz band is from 851-866 mHz and the new cellular mobile phone band will be from 870 to 890. But, what the heck. Again, you have your choice of 120 volt operation, or no operation at all. And, if you thought the 160 was bad, the audio power on the Bearcat 5 is .6 watts! The rated "reception range" on UHF is from 440-512 mHz.

Wondering which one of these scanners to run out and buy? I would say the 5/800, but only if you get it at a good price. The first programable 800 mHz scanners probably won't be cheap and who knows when. The 5/800 will make a good "bedroom" scanner when the programables come out, and in the meantime, you'll be the first on your block listening in on 800 megs.

But, on the other hand, I won't buy any product that doesn't have the features I want. The elimination of certain bands (and of DC operation) will cause me to rule out Bearcats last four new radios. And I won't buy another until it has the features I want. Detroit is learning this lesson. Maybe Indianapolis will! Oddly enough, Radio Shack, always a year behind the times, appears to be the only company that gives us the bands we want. (At a price.)

The best buy around? I'd say pick up a 250 on closeout. You can learn to live without the search 'hold' button.

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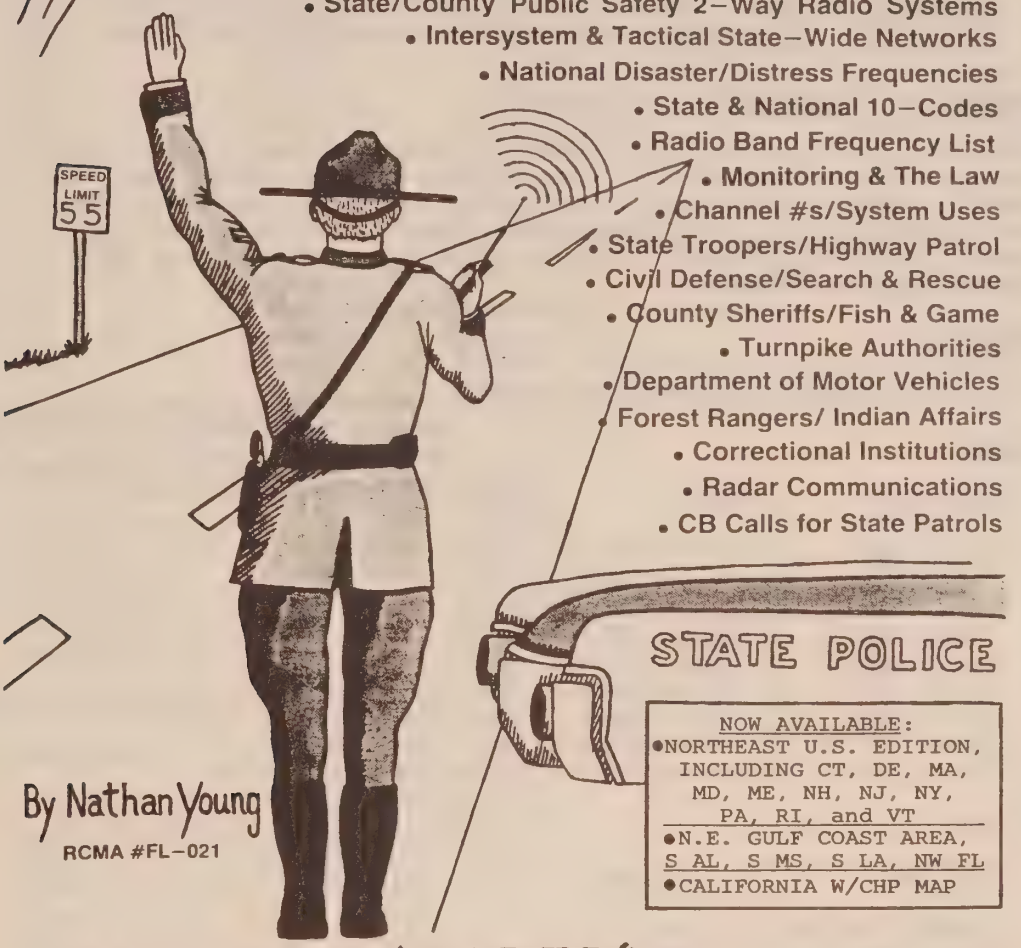

By Nathan Young
RCMA #FL-021

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Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

PUBLIC SAFETY - EAST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia and West Virginia to: Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

NEW JERSEY

Division of Parks and Forestry
Bureau of Forestry - Forest Fire Service

This month, instead of my usual rambling on, I decided to print part one of an outstanding report on New Jersey sent in anonymously.

Vehicles

Call Sign	Location	Person
Mobile Delta	(D) Trenton Hdqts.	Cumming
Mobile Kilo	(K) Trenton Hdqts.	Hughes
Mobile Oscar	(O) Trenton Hdqts.	Allen
Mobile Papa	(P) Trenton Hdqts.	Bentz
Mobile Quebec	(Q) Trenton Hdqts.	Resh
Mobile Romeo	(R) Trenton Hdqts.	Bamford
Mobile Sierra	(S) Trenton Hdqts.	Supervisor Forester-Fire
Mobile Uniform	(U) Trenton Hdqts.	Arson Investigator
Mobile Victor	(V) Trenton Hdqts.	Principal Forester-Fire

Air Craft

Call Sign	Location
Observation-Tango 1	Trenton
Observation-Tango 2	Trenton
Observation-Tango 3	Trenton
Observation-Tango 4	Trenton
Observation-Tango 5	Trenton
Observation-Tango 6	Trenton

Division A Vehicles

Call Sign	Location	Person	Vehicle License No.
HDQTS. BUS A	Franklin	(Mobile Command Post)	
A-1	Section 1	Hackenberry	
A-2	2	Scarcdo	
A-3	3	Wildrick	
A-4	4	Rushing	
A-5	5	Waltman	
A-6	Section 6	Jacobus	
A-7	7	Lance	
A-8	Stokes	Powers	Tanker
A-9	Newton	Paladini	
A-10			

PUBLIC SAFETY - EAST CONTINUED

A-11	Hackettstown	Strawbridge	
A-12	Martinsville	Musialowski	Tanker
A-13	Frankford	Lawson	Tanker
A-14	W. Milford	Hayjack	
A-15	Montville	Woltman	
A-16	Franklin Hdqts.		
A-17	Andover	Danielson	
A-18	Newton	Peragino	Truck Tractor
A-19	Sparta	Mills	Tanker
A-20	W. Milford	Zeuhl	Tanker
A-21	HDQTS.		Tilt Dodge
A-22	Oakland	Konicki	Rollback
A-23	Sussex	Chandler	Power Wagon
A-24	Susex	Stevens	Jeep
A-27	Lebanon Twp.	Murphy	Jeep
35	Franklin	Schoonmaker	
36	Franklin	Danielson	
37	Franklin	Lowery	
38	Franklin	Philhower	
39	Franklin	King	
54	Morristown Courthouse	Berezny	
55	Flemington	Detrick	
56	Franklin	Edelman	

Division "A" Land Mobiles

Call Sign	Location	Person
Bearford Tower		Schintzel
Budd Lake Tower		Anderson, Jr.
Catfish Tower		Anderson, Sr.
Culvers Tower		Goodrich
Greystone Tower		Robbins
Ramapo Tower		Andreassen

Division "A" Aircraft

Call Sign	Location
Detection Alpha 1	Division A Hdqts
Detection Alpha 2	Division A Hdqts.
Alpha 1	Hopatcong
Alpha 2	Charlottesburg
Alpha 3	Div A Hdqts.
Alpha 4	Div A Hdqts.
Alpha 5	Div A Hdqts.
Alpha 6	Div A Hdqts.
Alpha 7	Div A Hdqts.
Alpha 8	Div A Hdqts.
Alpha 9	Div A Hdqts.
Alpha 10	Div A Hdqts.

Division "B" Vehicles

Call Sign	Location	Person	Vehicle License No.
Hdqts. Bus B	Vincentown	(Mobile Command Post)	
Hdqts. Bus B-1	Vincentown	(Mobile Command Post)	
B-1	Section 1	Gerber	
B-2	Section 2	Haines	
B-3	Section 3	Hagerthey	
B-4	Section 4	McMasters	
B-5	Section 5	Tanseley	
B-6	Section 6	Earlin	
B-7	Section 7	Holmes	
B-8	Section 8	Younger	

Division of Parks and Forestry
Bureau of Forestry - Forest Fire Service

Division "C" Land Mobiles

Call Sign	Location	Person
Davis Field		
Belleplain Tower	Bellplain	Burcham
Blue Anchor Tower		Lyons
Dias Creek Tower		Nardicchio
McKeetown Tower	McKeetown	Cottril
Millville Tower	Millville	Bruckler

Division "C" Aircraft

Call Sign	Location
Detection Charlie 1	Div. C Hdqts.
Detection Charlie 2	Div. C Hdqts
Charlie 1	Downstown
Charlie 2	Hammonton
Charlie 3	Davis Field
Charlie 4	Downstown
Charlie 5	Div. C Hdqts.
Charlie 6	Div. C Hdqts.
Charlie 7	Div. C Hdqts.
Charlie 8	Div. C Hdqts.
Charlie 9	Div. C Hdqts.
Charlie 10	Div. C Hdqts.

Fire Coordinators

Call Sign	Location	Person
FC-1		State Fire Coordinator
FC-2		State Fire Coordinator
FC-3		State Fire Coordinator Staff
FC-4		State Fire Coordinator Staff
FC-5		State Fire Coordinator Staff
FC-10	Region 1	Fire Coordinator
FC-11	Bergen Co.	County Fire Coordinator
FC-11A	Bergen Co.	Deputy County Fire Coordinator
FC-12	Essex Co.	County Fire Coordinator
FC-12A	Essex Co.	Deputy County Fire Coordinator
FC-13	Hudson Co.	County Fire Coordinator
FC-13A	Hudson Co.	Deputy County Fire Coordinator
FC-14	Morris Co.	County Fire Coordinator
FC-14A	Morris Co.	Deputy County Fire Coordinator
FC-15	Passaic Co.	County Fire Coordinator
FC-15A	Passaic Co.	Deputy County Fire Coordinator
FC-16	Sussex Co.	County Fire Coordinator
FC-16A	Sussex Co.	Deputy County Fire Coordinator
FC-17	Warren Co.	County Fire Coordinator
FC-17A	Warren Co.	Deputy County Fire Coordinator
FC-20	Region 2	Fire Coordinator
FC-21	Hunterdon Co.	County Fire Coordinator
FC-21A	Hunterdon Co.	Deputy County Fire Coordinator
FC-22	Mercer Co.	County Fire Coordinator
FC-22A	Mercer Co.	Deputy County Fire Coordinator
FC-23	Middlesex Co.	County Fire Coordinator
FC-23A	Middlesex Co.	Deputy County Fire Coordinator
FC-24	Monmouth Co.	County Fire Coordinator
FC-24A	Monmouth Co.	Deputy County Fire Coordinator
FC-25	Ocean Co.	County Fire Coordinator

Division of Parks and Forestry

Bureau of Forestry - Forest Fire Service

B-9	Section 9	Francis	
B-10	Section 10	Stillwell	
B-11	Wharton Forest	Campbell	Tanker
B-12	Bass River Forest	Fox	Pick-up
B-13	Lebanon Forest	Cyrinik	Pick-up
B-14	Chatsworth	Mantell	Tanker
B-15	Forked River	Spivey	Tanker
B-16	Tabernacle		Tanker
B-17	Cassville	Goetz	Tanker
B-18	Whiting	Menzer	Tanker
B-19	Bass River	Forand	Tanker
B-20	Barnegat	Bethanis	Tanker
B-21	Freehold	Wilson	Tanker
B-22	Browns Mills	Emmons	Tanker
B-23	Magnolia	Lynch	Tanker
B-24	Medford	Gerber	Tanker
B-25	Robertsville	Storer	Tanker
B-26	Tabernacle	Poinsett	Tank Truck
B-27	Island Beach	Balfrey	Tanker
B-28	Wharton	Stevenson	Tanker
B-29	Bayville		Tanker
B-30	Chatsworth	Cooper	Tank Truck
B-31	Whiting	Wright	Tanker
B-32	Toms River	Winship	Truck
B-50	Trenton	Kaczynski	
B-53	Pine Beach	Perry	
B-57	Trenton	Alpaugh	
B-70	Vincentonw	Resch	
B-71	Pine Beach		
B-72	Vincentown		
30	Vincentown	Resch	
31	Vincentown	Burton	
32	Vincentown	Tolska	
33	Vincentown	Alcott	
34	Vincentown	Burton	
40	Lanoka Harbor	Harrison	
41	Lanoka Harbor	Sloan	
42	Lanoka Harbor	Smith	
43	Double Trouble	Tilley	
44	Double Trouble	Fraser	
45	Double Trouble		
46	Double Trouble		
47	Double Trouble		
48	Double Trouble		
49	Double Trouble		

Division "B" Land Mobiles

Call Sign	Location	Person
Double Trouble	Shop	Tilley
Miller Field		
Jamesburg Helispot	Jamesburg	
Bass River Tower		Leary
Basto Tower		Cranmer
Cedar Bridge Tower		Fisher
Jamesburg Tower	Jamesburg	Samsoe
Lakewood Tower	Lakewood	Vaughn
Lebanon Tower	Lebanon	Kasperzak
Medford Tower	Medford	Jennings
Coyle Field		
Atsion Helispot		

Division of Parks and Forestry
Bureau of Forestry - Forest Fire Service (continued)

Division "B" Aircraft

Call Sign	Location
Detention Bravo 1	Div. B Hdqts.
Detention Bravo 2	Div. B Hdqts.
Bravo 1	Coylefield
Bravo 2	Lakewood
Bravo 3	Miller
Bravo 4	Holmansville
Bravo 5	Coyle Field
Bravo 6	Miller
Bravo 7	Div. B Hdqts.
Bravo 8	Div. B Hdqts.
Bravo 9	Div. B Hdqts.
Bravo 10	Div. B Hdqts.

Division "C" Vehicles

Call Sign	Location	Person	Vehicle License No.
Hdqts. Bus C	Mays Landing	(Mobile Command Post)	
C-1	Section 1	Barnett	
C-2	Section 2	Camp	
C-3	Section 3	Rieger	
C-4	Section 4	Capano	
C-5	Section 5	Petrini	
C-6	Section 6	Kwasnieski	
C-7	Section 7	Liepe	
C-8	Section 8	Barrows	
C-9	Section 9	Battestella	
C-10	Section 10	Fox	
C-11	Section 11	Shaw	
C-12	Section 12	Gandolfi	
C-13	Waterford	Passarelli	Tanker
C-14	Porchtown	Walker	Tanker
C-15	Richland	Reeves	Tanker
C-16	Tuckahoe	Frank	Tanker
C-17	Belleplain	Endicott	Tanker
C-18	Weymouth	Gale	Tanker
C-19	Cologne	Badger	Tanker
C-20	Atco	Palante	Tank Truck
C-21	Mays landing		Tanker
C-22	Wharton	Neil	Tanker
C-23	Hdqts.	Taylor	Tractor Truck
C-24	Millville	Martin	Tank Truck
C-25	Franklinville	Bass	Power Wagon
C-26	Mays Landing		Support Truck
C-27	Marmora	Biggs	Power Wagon
C-28	Cedarville	Whittaker	Power Wagon
C-32	May Landing		Shop Truck
C-33	Bargaintwon	Dumbar	Jeep
C-51	Parvin State Pk.	Holsworth	
C-52	Mays Landing	Detrick	
45	Mays Landing	Hughes	
46	Mays Landing	Faubell	
47	Mays Landing	Owen	
48	Mays Landing	Castagna	
49	Mays Landing	Shim	

Division of Parks and Forestry
Bureau of Forestry - Forest Fire Service

Fire Coordinators (continued)

Call Sign	Location	Person
FC-25A	Ocean Co.	Deputy County Fire Coordinator
FC-26	Somerset Co.	County Fire Coordinator
FC-26A	Somerset Co.	Deputy County Fire Coordinator
FC-27	Union Co.	County Fire Coordinator
FC-27A	Union Co.	Deputy County Fire Coordinator
FC-30	Region 3	Fire Coordinator
FC-31	Atlantic Co.	County Fire Coordinator
FC-31A	Atlantic Co.	Deputy County Fire Coordinator
FC-32	Burlington Co.	County Fire Coordinator
FC-32A	Burlington Co.	Deputy County Fire Coordinator
FC-33	Camden Co.	County Fire Coordinator
FC-33A	Camden Co.	Deputy County Fire Coordinator
FC-34	Cape May Co.	County Fire Coordinator
FC-34A	Cape May Co.	Deputy County Fire Coordinator
FC-35	Cumberland Co.	County Fire Coordinator
FC-35A	Cumberland Co.	Deputy County Fire Coordinator
FC-36	Gloucester Co.	County Fire Coordinator
FC-36A	Gloucester Co.	Deputy County Fire Coordinator
FC-37	Salem Co.	County Fire Coordinator
FC-37A	Salem Co.	Deputy County Fire Coordinator

PUBLIC SAFETY - CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alabama, Arkansas, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee and Texas to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301.

Send material and questions for Illinois, Indiana and Wisconsin to: John Arendt, 327 Boulder Hill Pass, Oswego, IL 60543.

Greetings! Welcome to my November offerrings. October's column was supposed to appear in September, but it appeared in October, so I'm going to try and catch up with things that are now a month or so behind. For those of you who had hoped to see contributions in the October or November issues, please be patient. My mailbox is always full. I'm not complaining, keep sending things in! It's the best way to keep this column full each month. How about some fresh information from Alabama, Kentucky, Mississippi, Nebraska, North Dakota or South Dakota? On to business!

PS Central Chapter Summary

The Ohio Valley Chapter- contact Dave Nugent (IN-002), 2542 Birk Ave., Jasper Indiana, 47546, or call Dave at 812-482-2352.

The Chicago Area Chapter- contact Ed Sirovy (IL-004), 311 S. Williams St., Westmont Illinois, 60559, or call Ed: 312-969-2856.

The St. Louis Area Chapter- contact me at P. O. Box 1177, St. Charles Mo., 63301, or call 314-946-4331.

ARKANSAS

BILL (AR-001) has provided this listing of Arkansas State Patrol
T1 44.740 Mhz. T3 44.660 Mhz. Mobile Extenders 154.785
T2 44.620 Mhz. T4 44.780 Mhz. Repeater (input 44.78) 159.090

Troop	Location	Frequencies	Troop	Location	Frequencies
A	Little Rock	44.620	G	Hope	44.620
B	Newport	44.660	H	Ft. Smith	44.660
C	Jonesboro	44.620	I	Harrison	44.620
D	Forest City	44.740	J	Clarksville	44.740
E	Dumas	44.660	K	Hot Springs	44.740
F	Warren	44.740	L	Springdale	44.660

44.78 is used for car to car throughout. Each base is equipped to operate on all three base frequencies. Mobiles are on the same frequency as base stations.

MICHIGAN

Remember the vast amount of information we printed on Michigan back in July? Well get that out and take a look at it because MIKE (MI-016) found some mistakes. Mike was pleased to be able to offer corrected information, and here in narrative are his comments:

Regarding the State Police, there are two main dispatch channels; a third of the state uses 42.48 for car to car, car to post, and post to car. The remaining posts use a 42.58/42.74 split with car to post on 42.74. Post to car and car to car is on 42.58. Post to post is almost always on 42.58 regardless of dispatch frequency. There is no 'region' where one dispatch frequency is used exclusively. 42.68 has some post to post traffic but is usually used as post to Headquarters in Lansing. 42.560 is channel 3 in most cars.

State Police Detectives use four frequencies statewide: 154.665 (red), 155.460 (white), 154.920 (green), 155.505 (blue).

There are seven cities on the local police channel 155.490. Besides the ones on Larry's list, there is Ecorse (Station 3), Wyandotte (Station 7), and Southgate (Station 8). Southgate does not use the UHF frequency indicated on Dan's map All of these stations have the same channels one through four as Allen Park.

Revised Wayne County channels:

155.700	F1	Dispatch	155.535	F5	car to car
155.925	F2	Teletype/LEIN checks	156.150	F6	car to car
155.865	F3	car to car, statewide mobile emergency	158.880		Metro Squad Detectives
			159.150		Metro Squad Detectives
155.580	F4	airport	154.650		Input to repeater

Stations sharing the frequency with Trenton and Riverview are Woodhaven (Station 2), Rockwood (Station 3), Gibralter (Station 5) Grosse Isle (Station 6), and Flat Rock (station 7). Taylor Police shares channel 4 (155.085) with public works. Dearborn Heights and Redford share the same frequency. Westland and Inkster share frequencies with Wayne and Garden City. Concerning Plymouth and Northville, F1 is 155.130 and F2 of 154.890.

[If you'll check the narrative, you can compare it with these additional notes]:

Michigan State Police: 42.02 and 42.80 are Post 38

Detroit Police: F1: Precincts 1,2,3,4; F2 Precincts 6,10; F3 precincts 7,9,13; F4 precincts 11, 12; F5 citywide LEIN check; F6 precincts 14,16; F7 precincts 5,8,15; F8 citywide special operations; On to page 13 of the July issue:

Allen Park: 155.490 is F1, 156.15 is unused, 155.865 is F2, 155.67 is F3, 155.64 is F4, 39.82 is unused, Allen Park is Station 5.

Taylor: F1 is 155.670, F2 is 155.865, F3 is 155.490, F4 is 154.085.

Trenton: 155.64 is F1, 155.775 is F2, 155.865 is F3, 155.490 is F4.

River Rouge uses same plan as Allen Park, and is Station 2.

Riverview uses same plan as Trenton and is Station 4; 39.82 is unused.

Dearborn Heights: 155.925 is unused, Redford: 155.70 & 155.925 are unused. On to Page 14 of the July issue:

Inkster: F1 is 154.815; F2 is 155.925; F3 is 155.865.

Livonia: 155.865 is F3. 153.875 is input to F1.

Westland: F1 is 154.815, F2 is 155.925, F3 is 155.865, F4 is 154.755.

Mike offered more changes in detail too lenghy for use, but if you are interested I suggest you contact him directly:

Mike Antio (MI-016), 9940 Hubert, Allen Park, MI. 48101.

Many thanks for updating our information!

MISSOURI

Next Month: The Missouri Highway Department frequencies, along with a map of districts and some operational details. Just in time for the bad weather ahead.

Hannibal PD:
I located some information provided by a friend who worked at the Hannibal several years ago. Here goes:
Primary frequency 155.580, portables 156.030, KAB232.

Car 1	Chief	Car 8	Detective
Car 2	Detective	Car 9	Motorcycle
Car 3	Patrol	Car 10	Mayor
Car 4	Patrol	Car 13	Truck
Car 5	Patrol	Car 83	Parking Meter Patrol
Car 6	Traffic	Car 85	Shopping Center Watchman
Car 7	Traffic	Car 97	Juvenile Officer
72-79	Portables		

Marion County Ambulance: 155.865
101, Palmyra; 102, Hannibal; 103, Philadelphia; 104, Hannibal; 106, Ralls County.
Hannibal is located partially in Ralls County and part Marion County. Here are car numbers of units with which Hannibal PD deals daily, and which appear on the Sheriffs' Net, 155.730:

Car 112	Palmyra PD	Car 517	Shelbina PD
Car 168	Marion Co. Coroner	Car 661	Canton Mo. PD
Car 219	New London PD	Car 824	LaGrange Mo. PD
Car 223	Ralls County Sheriff	Car 963	Monroe City Mo. PD
Car 354	Perry, Mo. PD	Car 319	Center Mo. PD
Car 480	Marion County Sheriff	475-479	Ralls Co. Deputies
Cars 481-484	Marion County Deputies	485-489	Lewis County Deputies

TENNESSEE
Yes, we planned to have several lists for Tennessee, but being a column behind, these will hopefully be printed in December. Thanks for being patient.

TEXAS
Yes, here it is- what you've all been waiting for, the next of the series of articles on Texas State Police by KEN (TX-003):

On the county level, almost all county sheriff dept have as their main dispatching and mobile working frequency at least one repeater. There are a few exceptions but the vast majority use a repeater--Bexar County (San Antonio) being the major exception, having three simplex frequencies. In the rural counties the repeater is usually the only channel available with the intercity frequencies used as a back up in the event of a repeater malfunction. By contractual agreement, any incorporated area in the county can share use of the county's repeater and dispatching on a cost sharing basis. Usually this is limited to only very small towns. In larger cities, the PD has their dispatching frequency separate from the SO frequency, of course, with their vehicles equipped for SO operation for any needed co-ordination. This practice varies with the locality, however.

37.180 is the old sheriff's intersystem network. It was at one time the primary net frequency. Gradually it was changed to secondary use to the intercity system for base to base contact among SO's. This frequency is rapidly seeing its last uses as an intersystem frequency being replaced by and favored by the intercity net and the SO high band repeaters. It may still be in use in some areas for inter agency contact.

37.180 is used in a variety of other ways in some localities however. (37.260 in some portions of SE and east Texas.) Mostly it is used for local government functions. Also some fire departments are on the frequency for fire operations or for fire/SO co-ordination. The latter mostly confined to the rural counties. For those monitorists with crystal controlled sets, check

the activity on the frequency with someone knowledgeable before purchasing a crystal for 37.180 or 37.260. With synthesized scanners, of course there is no problem. Also be aware a number of volunteer FD use CB radios extensively for their operations rather than the more costly VHF FM type radios.

In Texas the main hospital/EMS ambulance network is 155.340. 155.280 is an apparent available alternate. The TX Dept of Health is licensed on 155.280 statewide. Level and amount of activity of this frequency is unknown to this author. Can anyone contribute anything? 155.280 is seldom used by hospitals. Phone patches that are manually operated at some hospital bases on these frequencies are available for doctor to scene communication, if needed; however, its use is rare. This statewide EMS radio system is relatively new and some areas are not yet adjusted to the setup. Some sheriff's depts can be heard operating on these frequencies as they are the EMS dispatching agency in some areas. EMS dispatching is, in some cases, on a paging frequency-- with 152.0075 being a very commonly used frequency and base/mobile communication is conducted on 155.340. Hospital/EMS receivers on 155.340 and 155.280 have Touch Tone squelch decoders similar to the law enforcement intercity type described earlier. On the 155.340 net all ambulances and hospitals or EMS base sets are supposedly equipped with Touch Tone pad encoders so that an ambulance can contact any hospital (assuming they are within range and know the encode number) and the hospital can contact any other hospital if so needed (with the same assumptions applying to the hospital/EMS bases also.) A possible exception to this Touch Tone encoding method appears in the San Antonio metro area where a pulsed type single tone (high pitch) code is used and apparently is not compatible with the Touch Tone type encoders/decoders. The above is the general outline of the statewide EMS radio system. In the metro areas of the state, it is not unusual to find EMS systems with their own network and system of multiple frequencies other than the 155.340/155.280, including the use of the UHF medical frequencies.

The Texas Department of Parks & Wildlife--Law Enforcement Division (game wardens, for short) use a statewide network frequency of 159.270. This frequency is known as F1. This frequency is used as a repeater. The input frequency is 151.265. There is a Parks & Wildlife repeater in almost every county, it is believed. The individual repeaters are turned on by a dialing pulse type of tone. The Parks & Wildlife are also licensed for operation on 31.22. Information on the level of activity of this frequency is requested.

Game Warden vehicles are also equipped with a <u>minimum</u> of their own resident county SO repeater frequency and many times an additional adjacent county SO frequency. Some have a total of three or more SO frequencies. Apparently there are cooperative agreements between the P&W and the various individual counties involved on the use and licensing of the SO frequencies.

The Parks & Wildlife unit numbering system consists of either one, two or four digit numbers. Basically the four digit units are derived as follows: The first digit is the Region number, you must refer to a P&W map to determine the region. The second digit represents the district within the region, again consult the P&W map. The last two digits are assigned to the individual warden. Two exceptions are the XX04 units, which is the position (rather than the individual) and refers to the district supervisor. The other exception is X004, who is the regional director, the first digit identifying the region. One and two digit units are mostly various administrative units, most of which are headquartered in Austin.

In a few select state parks there is a parks network of 151.340. The level of activity on this frequency is unknown. It is believed to be simplex. Information on this frequency's activity is also requested.

Other state level agencies are as follows:
Agencies involved in law enforcement related operations are----
-The Texas Department of Corrections (TDC), which are licensed on the frequencies 37.180, 37.200, 37.220, 37.260, 153.755, 153.785, 153.815, 153.905, 153.965, 153.965, 154.055, 154.085, 154.115, 154.995, and 155.025. TDC facilities are

located at Huntsville, Sugarland, Brazoria, Tennessee Colony, Sandy Point, Weldon, Midway (Madison County), Richmond, Gatesville, Rosharon (Brazoria Co.) and Angleton. Further operating details such as input/output frequencies, channel designations, unit numbering, etc. of the TDC radio system are unknown to this author and details are solicited. The low band frequencies are probably decommissioned and abandoned.

-The Texas Youth Council (TYC), a related but separate agency to the above. The TYC is licensed on 156.015. TYC operate correctional institutions for children at Brownwood, Crockett, Gainsville, Gatesville, and Giddings. TYC also operates homes for dependent and neglected children at Corsicana, Waco, Pyote, Brownwood, and Giddings.

-The Texas Alcoholic Beverage Commission, which enforce state alcoholic and liquor law statutes. TABC is licensed for 155.595 with bases in a number of cites.

Other agencies of a non-law enforcement or public safety nature are---

--The Texas Forest Service, which is licensed on the frequencies 31.42, 151.160, 151.190, 151.475, 159.30, 159.36, 159.405, 159.435, and 170.575. Most all of these frequencies' base stations are located in east Texas. Further operating details are not known and are sought.

--The Texas Department of Highways and Public Transportation statewide nets
47.180-- Ch. A -- mostly base/mobile traffic
47.060-- Ch. B -- mostly base to base traffic
The department also is licensed on 47.020 and 47.080 in a number of areas. Can anyone help on these frequencies? Further details are sought, especially on the unit numbering system.

In closing, I would like to thank Mike Redman, MO-002, for allowing use of his column, for his assistance in preparing this article, and for his encouragement to write this article. Also I wish to thank David Litsinger, TX-032, for his assistance in confirming a few theories that I had on some systems. To the members of Texas and otherwise, I hope this article was of benefit and of interest to you. If there is anything in this article that is incorrect or if you have further information, please feel free to write this column with your information. In the future, if enough interest is shown and enough details are provided, another article may be written detailing those systems which are very brief in this article. In the meantime, may everyone have a good time monitoring.

But, it's not quite over yet... Next month we'll print Ken's summary of Texas State Patrol frequency and base station information. Ken would like to learn more about the Houston Police, Fire and EMS radio systems. If you have this information, contact Ken or myself. On to the vast submissions of DAVID (TX-032), who has done much study of Texas radio systems by planning regions. Last month we saw these regions in map form, this month begins the series on Region 12, consisting of the following counties: Bastrop, Blanco, Burnett, Caldwell, Fayette, Hayes, Lee, Llano, Travis, & Williamson.

BASTROP COUNTY

BASTROP	SD	156.000/154.115	WSR48 /KVN664		CT/MR
		154.950/	M		PI
	PD	156.000/	KVN664	SO RADIO	
		154.950/155.370	KVN665	POLICE INTERSYST	
	FD	154.385/154.385	WX6344		
	LG	37.26 / 37.26	KFM376		
	LC	37.28 / 37.18	KKR222		
		37.26 / 37.26	KKR222		
		155.100/155.100	KDV705		
	HO	/462.950	WZW972		
		/462.975	WZW972		
		/463.175	WZW972		

ELGIN	PD	156.000/	WSR49	SO RADIO
		155.430/155.430	KVN666	CH 2
		154.950/	KVN666	INTERSYSTEM
	LG	155.055/155.055	KJW488	
		37.26 / 37.26	KJR363	
	SE	47.50	KDE216	ELGIN VET CLINIC
SMITHVILLE	PD	156.000/	WSR50	SHERIFF RADIO
		154.950/	M	PI
	LG	155.880/155.880	KKY315	(PD CH 2)??
	HO	155.355/155.355	KDB524	SMITHVILLE HOSP AUTH.
BLANCO COUNTY				
JOHNSON CITY	SD	155.685/154.755	KVN667	
		154.950/155.370	KVN667	POL, INTERSYSTEM
		37.18 / 37.18	KKN749	
BLANCO CITY	PD	155.685/	M	SO RADIO
		154.950/	M	PI
		37.18 / 37.18	KVF637	
	LG	37.18 / 37.18	WZX810	
	SE	155.340/155.340	WXT340	BLANCO VO. AMB.
BURNET COUNTY				
BURNET	SD	155.535/154.785	KVN668	
		154.950/	KVN668	PI
	PD	155.535/	KVN669	SO RADIO
		154.950/155.370	KVN669	PI
	CF	154.175/154.175	KYL830	
		154.325/154.325	KYL830	
		153.890/154.415	KKG702	BURNET CO V.F.FTRS ASSN
	LG	155.115/155.115	KUB780	
	LC	45.12 / 45.12	WXP318	
		45.28 /	WXP318	
	HO	155.340/155.340	KAN541	BURNET CO HOSP AUTH
BERTRUM	SD	155.535/	WAN875	SO RADIO
GRANITE SHOALS	PD	155.535/	M	SO RADIO
		154.950/	M	PI
MARBLE FALLS	PD	155.535/	M	SO RADIO
		154.950/	M	PI
	LC	/ 45.12	WTD942	
	LG	155.055/155.055	WZX529	

Thanks David, and well go into further study of more Texas counties next month. On to John Arendt!

First of all - my apologies for the absence of "my portion" of the Public Service - Central column in the September Newsletter. The changed column deadlines now result in the preparing of my portion 2½ to 3 months prior to the actual Newsletter date (this November "column" was prepared at the beginning of August). Please be patient - your news and views will eventually be printed.

Now on to the news and views (some are mine but most are contributions from the mailbag):

ANNA, IL AREA 153.800 is the premary freq. in use. Local police, local fire (as well as the Cobden and Alto Pass FD's), and the Union County Rescue Squad ambulance services are all dispatched from the Anna PD. The police mobile units are also e/w 39.50 for communication with Union County SD units (and I.S.P. units using the 42.50 - 39.50 "pairs").

ADDITIONAL CHICAGO TRANSIT AUTHORITY FREQS. Richard (IL-129) reports new 470 MHZ bands freqs. in use:

470.9875 Rptr. out - Repair functions
471-0375 Rptr. out - Repair functions
471.0625 Rptr. out - Conductors
471.0875 Rptr. out - Motormen
471.1125 Rptr. out - Routings

CHICAGO, IL. P.D. VHF OPERATIONS Rob (IL-036) reports that "SOG" marine units are utilizing 158.880 for "car-car" communications. The freq. comes into use during periods of heavy waterfront activity and especially when VHF-marine band and Chicago PD UHF traffic is heavy.

INDIANA STATE POLICE REORGANIZATION Mark (IN-014) supplies the following info about new districts and changed district boundaries:
Grant Co. now in Dist. 25 (formerly in Dist 24).
Tipton Co. now in Dist. 23 (formerly inDist 24).
Indianapolis now known as Dist. 52 (was Dist. 44).
Pendleton now known as Dist. 51 (was Dist. 24).
Putnamville now known as Dist. 53 (was Dist. 31).
No new frequencies have been utilized in the reorganization.

GARY, IN. P.D. UHF OPERATIONS Ernie (IN-032) reports that virtually all operations have been shifted to the 470 MHZ UHF band:
470.6875 Rptr. out. F1 Dispatch
470.3125 Rptr. out. F2 Information
470.3625 Rptr. Out. F3 Car-Car
Ernie also desires info on radio codes used by the Lake County, In. S.D. Should anyone have this information, please send it on.

FT. WAYNE, IN. AREA FREQS. Jim (IN-034) has sent in a comprehensive list of freqs. in use in Ft. Wayne, Allen County and neighboring DeKalb County. I'll list some of the freqs. that have not been previously explained in the Newsletter:
154.010 Allen County Fire Depts.
154.085 Ft. Wayne Civil Defense (Yellow)
154.190 Ft. Wayne Fire Dept. (Green)
154.325 Allen County Fire Depts. (includes Adams, St. Joseph, and Wayne Townships)
154.415 Allen County Fire Depts. (alt. freq.)
154.770 Allen County SD (repeater input)
154.815 New Haven PD (also on 155.040)
155.115 Ft. Wayne (City Paging)
155.250 Allen County SD (repeater output and repeater talk-around).
154.040 Garrett City Local Gov't. - some PD use.
155.115 Auburn PD
154.355 DeKalb County FD's
154.965 DeKalb County SD ("Code 83" freq.)
154.980 Butler City Utilities & Street Dept.
155.085 Ashley City Local Gov't & FD
156.120 DeKalb County Hwy. Dept.
158.265 Auburn City Utilities Dept.
158.820 Auburn City Street Dept.
155.700 IU-PU Campus Police
156.090 Ft. Wayne PD Channel 5
156.225 Ft. Wayne City Street Dept.
158.760 Ft. Wayne City (Green freq.)
158.850 Ft. Wayne PD Channel 6
158.940 Ft. Wayne PD Handie-Talkie Channel 1
460.475 Allen County SD Teleprinters "62A" (mobiles on 465.475)

RACINE, WI CITY & COUNTY LAW ENFORCEMENT RADIO SYSTEM Robert (WI-008) reports that 8 channel mobile units are in use. He's outlined them as follows:
F1 155.910 TX/154.755 RX Sheriff's Rptr.
F2 154.755 TX/154.755 RX Sheriff's Car-Car
F3 155.040 TX/155.040 RX Sheriff's Tactical
F4 155.475 TX/155.475 RX WISPERN

F5 156.090 TX/155.550 RX Racine City PD Rptr.
F6 155.550 TX/155.550 RX Racine City PD Car-Car
F7 154.995 TX/154.995 RX Township PD's
F8 Un used

MISC. WISCONSIN FREQS. Bob (WI-003) has sent in the following info: 45.860 State Police Point-Point (Paired with 155.370 and for Walworth County 39.460. The state transmits to local and county agencies on 45.860 and receives on 155.370 and for Walworth County 39.460)

159.225 Dept. of Natural Resources - Central WI fire freq.
151.010 Portage County Hwy. Dept.

MORE MISC. WISCONSIN FREQS. Contributor unknown - but also believed to be Bob (WI-003) - this info was forwarded on from the California HQ:
155.055 University of WI police - Stevens Point
158.760 CD, Sheriffs Aux. in the Wisconsin Rapids area
159.480 Wisconsin State Police Portable Repeaters for special events
46.540 Wisconsin state prisons
159.225 and 159.330 Dept. of Natural Resources Game Wardens (also authorized to operate on local, county, and state law enforcement freqs.)

As the cooler weather has now arrived, coinciding with the approach of winter, a reminder is in order: Now is the time to get up on the roof (or tower) to check out the antennas and lead-ins. It's easier to repair or replace now rather than in the midst of winter. (Don't forget the lineman's belt when climbing that tower).

With that chilling thought, all that's left to say is Happy Monitoring!

Coming up next month will be a summary of Highway Maintenance channels used in the PS-Central area, to prepare you for the snowy months just ahead. Be sure to vote, and don't forget the Veterans on Veterans Day. Be sure to check out the open houses on military installations that may occur around this time. Have a Happy Thanksgiving and with the little elf running to see what's happenning on the monitor, we'll see you next month!

PUBLIC SAFETY - WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to: Lyle Galdiera and Bob Gehri, 3205 SW Corbett, Portland, OR 97201.

Send material and questions for California to: Eric Christensen, 2360 Brentford Rd., San Marino, CA 91108.

EDITOR NEEDED!

We need a new Public Safety-West editor. The editor of this column should be a resident of one of the above western states (except California). The editor will be responsible for receiving frequency and code information from members for this area and typing it up and assembling it in a comprehensible manner. You should be familiar with public safety radio communications systems and allocations. If you are interested, please TYPE a letter about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090.

Welcome to the November 1980 issue of RCMA Public Safety West-California.

Remember: ALL input for this column should be sent to my new address:
ERIC (CA-LA-045), P.O. Box 272, Seal Beach, California 90740. Thanks.
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This issue of Public Safety West-California is totally dedicated to the California Highway Patrol radio system. In last month's issue, I started a three part series listing the radio frequencies used by the CHP throughout the entire State of California. In the October issue, I ran a computer listing prepared by LLOYD (CA-OR-091), showing the CHP radio frequencies as assigned by "ZONE AREAS" throughout the State. This month, I will print a computer printout also prepared by LLOYD listing CHP radio frequencies by "STATION NUMBER SEQUENCE". In December, another computer listing will be printed. If continued interest warrants, I will print similar computer listings, also by Lloyd, of the California Highway Patrol's radio system. These will list patrol areas by different formats. If you are interested in these computer listings being printed in RCMA, please send your feelings to me so that I will know whether or not to print them.
The following information was received in response to my printing of the CHP radio system in the October Newsletter.

From RENE (CA-SC-018):

"I thought you might be interested in this. I received Nathan Young's (FL-021) Code 20 California Radio Directory which has an extensive CHP listing and a beautiful California map showing the C.H.P. zones and all of the District Offices. Here's the problem. Nathan's list has 15 of your District Offices with DIFFERENT channels! He also shows an additional 8 District Stations that you didn't even list! Here are the differences and omissions.
CHANNEL DIFFERENCES (Code 20 listing)

Station Number	Station Location	Frequencies Shown
60	Alturas	Tan/Blue
20	Quincy	Silver/Blue
38	Susanville	Tan
41	Yreka	Tan/Purple
46	North Sacramento	Gold/Black
112	South Sacramento	Gold/Black
103	Tracy	Tan
96	Oakland	Gold/Tan
24	San Jose	Gold/Brown
48	Modesto	Blue/Yellow
83	Santa Fe Springs	Gold
98	Glendale	Tan
85	El Centro	Tan/Blue
72	Bishop	Blue/Silver
71	Bridgeport	Blue/Silver

OMITTED FROM LISTING IN OCTOBER 1980 ISSUE OF RCMA-P.S. WEST-CALIFORNIA

Station Number	Station Location	Zone	Frequencies Shown
10	Round Valley Indian	Reservation 1	Blue
11	Fort Bragg	1	Gray
33 (?!-Editor)	Stewart's Point	3	Tan
53	McArthur	1	Yellow
100	Ridgecrest	8	Yellow
101	Arrowhead	8	Green
107	Delano	4	Gray
110	Maricopa	4	Gray

The mobile frequency for COPPER is shown as (?) on your (RCMA listing) by LLOYD, but it is listed as 42.74 MHz on Nathan YOUNG's listing. What gives? Also, as for control link frequency assignments, all I've been able to find is several at 72 MHz, and then a few in VHF Hi-Band as used by CHP-Indio and CHP-Ventura.

****

From ROGER (CA-CC-002):

Corrections for California Highway Patrol radio system listing in October issue of RCMA Newsletter:

103	Tracy	Both now operating on "YELLOW" channel
48	Modesto	

Also, any information on new COPPER channel? I suspect that Contra Costa #19, Napa #21 and Solano #22, presently operating on PURPLE, will split to a PURPLE/COPPER combination. Cause is due to increased radio traffic.

****

Editor's Comments:

I have found several discrepencies in the above information. First of all, Rene shows CHP area Tracy #103 as operating on the TAN channel, while Roger shows Tracy #103 as operating on the YELLOW channel. ANYONE HAVING ACTUAL KNOWLEDGE OF OPERATING FREQUENCY OF THESE AND OTHER C.H.P. DISTRICT OFFICES IN DISPUTE, PLEASE FORWARD TO P.S. WEST-CALIFORNIA EDITOR A.S.A.P. Also, re the COPPER channel, I have talked to a friend of mine who works in the State of California, Department of Communications Radio Shop about this "alledged frequency". According to him, and his supervisor (who is in charge of the South East Los Angeles Area) there is NO SUCH FREQUENCY called COPPER assigned to the California Highway Patrol that they know of. Again, anyone with actual knowledge of this frequency, PLEASE contact: ERIC (CA-LA-045), P.O. 272, Seal Beach, California 90740. Thank you.

In reference Rene's listing showing CHP area Stewart's Point #33 operating on the TAN frequency, my information shows that area #33 is reserved and will NEVER be assigned, due to possible confusion with the radio codes 10-33 (EMERGENCY) and Code 33 (which basically also means "EMERGENCY"). Any conformation of this information would be appreciated. The information contained in the computer printouts contained herein are basically based upon information received direct from the California Highway Patrol, Zone Five, Communications Center, Los Angeles. All material has been verified as of October 18, 1979 by the C.H.P. Los Angeles Communications Center. Anyone having personal knowledge WHICH HAS BEEN VERIFIED either by the C.H.P. or by actual on the air monitoring, PLEASE STATE THIS VERIFICATION in your information letters to RCMA Editors. THANK YOU. ERIC (CA-LA-045).

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This month's computer listing of California Highway Patrol frequencies by LLOYD (CA-OR-091) shows the individual CHP District Offices by their own STATION NUMBER SEQUENCE. New offices listed above by Rene (CA-SC-018) are not shown on the computer listing. In December 1980, there will be another computer listing of CHP frequencies. This one will list what stations are assigned to which COLOR FREQUENCY. Thanks again, LLOYD! ERIC (CA-LA-045)

SEE YOU ALL NEXT MONTH!

CHP - STATION SEQUENCE

STA	AREA	CITY	COUNTY	DISP OFFICE	ZONE	ZONE OFFICE	CHAN	BASE	MOB
3	BUELLTON	BUELLTON	SANTA BARBARA (W)	SAN LUIS	VII COASTAL	SAN LUIS OBISPO	WHITE	42.56	42.72
6	BLYTHE	BLYTHE	RIVERSIDE (E)	INDIO	VI BORDER	SAN DIEGO	RED	42.44	42.28
7	LAKEPORT	LAKEPORT	LAKE	UKIAH	I NORTH	REDDING	WHITE	42.56	42.72
8	KING CITY	KING CITY	MONTEREY (S)	MONTEREY	VII COASTAL	SAN LUIS OBISPO	GREEN	42.54	42.24
8	KING CITY	KING CITY	SAN BENITO (S)	MONTEREY	VII COASTAL	SAN LUIS OBISPO	GREEN	42.54	42.24
9	PASO ROBLES	TEMPLETON	SAN LUIS OBISPO (N)	SAN LUIS	VII COASTAL	SAN LUIS OBISPO	WHITE	42.56	42.72
12	VICTORVILLE	VICTORVILLE	SAN BERNARDINO (NW)	BARSTOW	VIII INLAND	SAN BERNARDINO	WHITE	42.56	42.72
13	LAKE VALLEY	MEYERS	ALPINE (NE)	TRUCKEE	II VALLEY	SACRAMENTO	GREY	42.48	42.68
13	LAKE VALLEY	MEYERS	EL DORADO (E)	TRUCKEE	II VALLEY	SACRAMENTO	GREY	42.48	42.68
14	SANTA MARIA	SANTA MARIA	SANTA BARBARA (N)	SAN LUIS	VII COASTAL	SAN LUIS OBISPO	WHITE	42.56	42.72
15	LA CENTRAL	LOS ANGELES	LA (C)	LA	V SOUTHERN	LOS ANGELES	BLACK	42.46	42.70
16	HUMBOLDT	ARCATA	HUMBOLDT (N)	HUMBOLDT	I NORTH	REDDING	GREEN	42.54	42.24
17	SANTA ROSA	SANTA ROSA	SONOMA	SANTA ROSA	III GOLDEN GATE	SAN FRANCISCO	ORANGE	42.88	42.66
18	UKIAH	UKIAH	MENDOCINO	UKIAH	I NORTH	REDDING	WHITE	42.56	42.72
19	CONTRA COSTA	CONCORD	CONTRA COSTA	OAKLAND	III GOLDEN GATE	SAN FRANCISCO	PURPLE	42.40	42.16
20	QUINCY	QUINCY	PLUMAS	QUINCY	I NORTH	REDDING	BLUE	42.34	42.18
21	NAPA	NAPA	NAPA	OAKLAND	III GOLDEN GATE	SAN FRANCISCO	PURPLE	42.40	42.16
22	FAIRFIELD	FAIRFIELD	SOLANO	OAKLAND	III GOLDEN GATE	SAN FRANCISCO	PURPLE	42.40	42.16
23	HOLLISTER/GILROY	SAN JUAN BAUTISTA	SAN BENITO (N)	MONTEREY	VII COASTAL	SAN LUIS OBISPO	GREEN	42.54	42.24
23	HOLLISTER/GILROY	SAN JUAN BAUTISTA	SANTA CLARA (S)	MONTEREY	VII COASTAL	SAN LUIS OBISPO	GREEN	42.54	42.24
24	SAN JOSE	SAN JOSE	SANTA CLARA (N)	SAN JOSE	III GOLDEN GATE	SAN FRANCISCO	BROWN	42.50	42.82
25	HAYWARD	HAYWARD	ALAMEDA (S)	OAKLAND	III GOLDEN GATE	SAN FRANCISCO	TAN	42.42	42.84
26	SANTA CRUZ	SANTA CRUZ	SANTA CRUZ	MONTEREY	VII COASTAL	SAN LUIS OBISPO	GREEN	42.54	42.24
27	MONTEREY	SALINAS	MONTEREY (N)	MONTEREY	VII COASTAL	SAN LUIS OBISPO	GREEN	42.54	42.24
28	SAN LUIS OBISPO	SAN LUIS OBISPO	SAN LUIS OBISPO (S)	SAN LUIS	VII COASTAL	SAN LUIS OBISPO	WHITE	42.56	42.72
29	SANTA BARBARA	GOLETA	SANTA BARBARA (S)	VENTURA	VII COASTAL	SAN LUIS OBISPO	GREEN	42.54	42.24
30	LOS BANOS	LOS BANOS	MERCED (W)	MERCED	IV CENTRAL	FRESNO	ORANGE	42.88	42.66
31	VENTURA	VENTURA	VENTURA	VENTURA	VII COASTAL	SAN LUIS OBISPO	PURPLE	42.40	42.16
32	SAN FRANCISCO	SAN FRANCISCO	SAN FRANCISCO	SAN FRANCISCO	III GOLDEN GATE	SAN FRANCISCO	PINK	42.44	42.76
34	MARIN/GG BRIDGE	CORTE MADERA	MARIN	SAN FRANCISCO	III GOLDEN GATE	SAN FRANCISCO	SILVER	42.08	42.28
35	OROVILLE	OROVILLE	BUTTE (S)	CHICO	II VALLEY	SACRAMENTO	BROWN	42.50	42.82
36	RED BLUFF	RED BLUFF	TEHAMA	REDDING	I NORTH	REDDING	RED	42.44	42.28
37	REDDING	REDDING	SHASTA	REDDING	I NORTH	REDDING	RED	42.44	42.28
38	SUSANVILLE	SUSANVILLE	LASSEN	SUSANVILLE	I NORTH	REDDING	BLUE	42.34	42.18
39	WILLIAMS	WILLIAMS	COLUSA	REDDING	I NORTH	REDDING	RED	42.44	42.28
40	PORTERVILLE	PORTERVILLE	TULARE (S)	FRESNO	IV CENTRAL	FRESNO	PINK	42.44	42.76
41	YREKA	YREKA	SISKIYOU (NW)	YREKA	I NORTH	REDDING	PURPLE	42.40	42.16
42	GRASS VALLEY	GRASS VALLEY	NEVADA (W)	SACRAMENTO	II VALLEY	SACRAMENTO	GREEN	42.54	42.24
42	GRASS VALLEY	GRASS VALLEY	SIERRA (W)	SACRAMENTO	II VALLEY	SACRAMENTO	GREEN	42.54	42.24
43	YUBA-SUTTER	YUBA CITY	SUTTER	CHICO	II VALLEY	SACRAMENTO	BROWN	42.50	42.82
43	YUBA-SUTTER	YUBA CITY	YUBA	CHICO	II VALLEY	SACRAMENTO	BROWN	42.50	42.82
44	PLACERVILLE	PLACERVILLE	EL DORADO (W)	SACRAMENTO	II VALLEY	SACRAMENTO	GREEN	42.54	42.24
45	AUBURN	NEWCASTLE	PLACER (W)	SACRAMENTO	II VALLEY	SACRAMENTO	GREEN	42.54	42.24
46	SACRAMENTO	SACRAMENTO (N)	SACRAMENTO	SACRAMENTO	II VALLEY	SACRAMENTO	GOLD	42.12	42.20
47	WOODLAND	WOODLAND	YOLO	SACRAMENTO	II VALLEY	SACRAMENTO	GREEN	42.54	42.24
48	MODESTO	MODESTO	STANISLAUS	STOCKTON	IV CENTRAL	FRESNO	BLUE	42.34	42.18
49	SAN ANDREAS	SAN ANDREAS	ALPINE (SW)	STOCKTON	II VALLEY	SACRAMENTO	WHITE	42.56	42.72
49	SAN ANDREAS	SAN ANDREAS	CALAVERAS	STOCKTON	II VALLEY	SACRAMENTO	WHITE	42.56	42.72
52	MT SHASTA	MT SHASTA	SISKIYOU (SE)	YREKA	I NORTH	REDDING	PURPLE	42.40	42.16
55	WESTMINSTER	WESTMINSTER	LA (SE)	SANTA ANA	VI BORDER	SAN DIEGO	PURPLE	42.40	42.16
55	WESTMINSTER	WESTMINSTER	ORANGE (NW)	SANTA ANA	VI BORDER	SAN DIEGO	PURPLE	42.40	42.16
56	WEST VALLEY	VAN NUYS	LA (NW)	LA	V SOUTHERN	LOS ANGELES	BROWN	42.50	42.82
59	MOJAVE	MOJAVE	KERN (E)	BARSTOW	VIII INLAND	SAN BERNARDINO	WHITE	42.56	42.72
60	ALTURAS	ALTURAS	MODOC	ALTURAS	I NORTH	REDDING	BLUE	42.34	42.18

STA	AREA	CITY	COUNTY	DISP OFFICE	ZONE	ZONE OFFICE	CHAN	BASE	MOB
61	SONORA	SONORA	TUOLUMNE	STOCKTON	IV	CENTRAL	FRESNO	WHITE	42.56	42.72
62	STOCKTON	STOCKTON	SAN JOAQUIN (N)	STOCKTON	II	VALLEY	SACRAMENTO	WHITE	42.56	42.72
63	MARIPOSA	MARIPOSA	MARIPOSA	MERCED	IV	CENTRAL	FRESNO	ORANGE	42.88	42.66
64	MERCED	MERCED	MERCED (E)	MERCED	IV	CENTRAL	FRESNO	ORANGE	42.88	42.66
65	FRESNO	FRESNO	FRESNO (E)	FRESNO	IV	CENTRAL	FRESNO	SILVER	42.08	42.28
66	MADERA	MADERA	MADERA	MERCED	IV	CENTRAL	FRESNO	ORANGE	42.88	42.66
67	VISALIA	VISALIA	TULARE (N)	FRESNO	IV	CENTRAL	FRESNO	PINK	42.44	42.76
68	HANFORD	HANFORD	KINGS	FRESNO	IV	CENTRAL	FRESNO	PINK	42.44	42.76
69	BAKERSFIELD	BAKERSFIELD	KERN (W)	BAKERSFIELD	IV	CENTRAL	FRESNO	BROWN	42.50	42.82
70	GOLD RUN	DUTCH FLAT	PLACER (C)	TRUCKEE	II	VALLEY	SACRAMENTO	GREY	42.48	42.68
71	BRIDGEPORT	BRIDGEPORT	MONO	BRIDGEPORT	VIII	INLAND	SAN BERNARDINO	BLUE	42.34	42.18
72	BISHOP	BISHOP	INYO	BISHOP	VIII	INLAND	SAN BERNARDINO	BLUE	42.34	42.18
73	BARSTOW/NEEDLES	BARSTOW	SAN BERNARDINO (NE)	BARSTOW	VIII	INLAND	SAN BERNARDINO	WHITE	42.56	42.72
74	RIVERSIDE	RIVERSIDE	RIVERSIDE (FW)	SAN BERNARDINO	VIII	INLAND	SAN BERNARDINO	GREEN	42.54	42.24
75	SAN BERNARDINO	SAN BERNARDINO	SAN BERNARDINO (W)	SAN BERNARDINO	VIII	INLAND	SAN BERNARDINO	GREEN	42.54	42.24
76	INDIO	INDIO	RIVERSIDE (C)	INDIO	VI	BORDER	SAN DIEGO	RED	42.44	42.28
77	LA SOUTH	GARDENA	LA (S)	LA	V	SOUTHERN	LOS ANGELES	WHITE	42.56	42.72
78	NEWHALL	NEWHALL	LA (N)	LA	V	SOUTHERN	LOS ANGELES	SILVER	42.08	42.28
79	LA WEST	CULVER CITY	LA (W)	LA	V	SOUTHERN	LOS ANGELES	PINK	42.44	42.76
80	TRUCKEE	TRUCKEE	NEVADA (E)	TRUCKEE	II	VALLEY	SACRAMENTO	GREY	42.48	42.68
80	TRUCKEE	TRUCKEE	PLACER (E)	TRUCKEE	II	VALLEY	SACRAMENTO	GREY	42.48	42.68
80	TRUCKEE	TRUCKEE	SIERRA (E)	TRUCKEE	II	VALLEY	SACRAMENTO	GREY	42.48	42.68
81	BALDWIN PARK	BALDWIN PARK	LA (EC)	LA	V	SOUTHERN	LOS ANGELES	ORANGE	42.88	42.66
82	LA EAST	MONTEBELLO	LA (E)	LA	V	SOUTHERN	LOS ANGELES	GOLD	42.12	42.20
83	SANTA FE SPRINGS	SANTA FE SPRINGS	LA (SC)	LA	V	SOUTHERN	LOS ANGELES	GOLD	42.12	42.20
84	ONTARIO	ONTARIO	LA (FE)	LA	VIII	INLAND	SAN BERNARDINO	ORANGE	42.88	42.66
84	ONTARIO	ONTARIO	SAN BERNARDINO (FW)	LA	VIII	INLAND	SAN BERNARDINO	ORANGE	42.88	42.66
85	EL CENTRO	EL CENTRO	IMPERIAL	EL CENTRO	VI	BORDER	SAN DIEGO	BLUE	42.34	42.18
86	SANTA ANA	SANTA ANA	ORANGE (N)	SANTA ANA	VI	BORDER	SAN DIEGO	PURPLE	42.40	42.16
87	SAN DIEGO	SAN DIEGO	SAN DIEGO (S)	SAN DIEGO	VI	BORDER	SAN DIEGO	ORANGE	42.88	42.66
88	COALINGA	COALINGA	FRESNO (W)	FRESNO	IV	CENTRAL	FRESNO	PINK	42.44	42.76
89	ANTELOPE VALLEY	LANCASTER	LA (NE)	LA	VIII	INLAND	SAN BERNARDINO	SILVER	42.08	42.28
90	TRINITY RIVER	WEAVERVILLE	TRINITY	REDDING	I	NORTH	REDDING	RED	42.44	42.28
91	REDWOOD CITY	REDWOOD CITY	SAN MATEO	SAN FRANCISCO	III	GOLDEN GATE	SAN FRANCISCO	SILVER	42.08	42.28
92	OCEANSIDE	OCEANSIDE	SAN DIEGO (N)	SAN DIEGO	VI	BORDER	SAN DIEGO	GOLD	42.12	42.20
93	WILLOWS	WILLOWS	GLENN	REDDING	I	NORTH	REDDING	RED	42.44	42.28
94	JACKSON	JACKSON	AMADOR	STOCKTON	II	VALLEY	SACRAMENTO	WHITE	42.56	42.72
95	CRESCENT CITY	CRESCENT CITY	DEL NORTE	HUMBOLDT	I	NORTH	REDDING	GREEN	42.54	42.24
96	OAKLAND	OAKLAND	ALAMEDA (N)	OAKLAND	III	GOLDEN GATE	SAN FRANCISCO	GOLD	42.12	42.20
97	BANNING	BANNING	RIVERSIDE (W)	SAN BERNARDINO	VI	BORDER	SAN DIEGO	GREEN	42.54	42.24
98	GLENDALE	GLENDALE	LA (NC)	LA	V	SOUTHERN	LOS ANGELES	BROWN	42.50	42.82
101	ARROWHEAD	RUNNING SPRINGS	SAN BERNARDINO (SW)	SAN BERNARDINO	VIII	INLAND	SAN BERNARDINO	GREEN	42.54	42.24
102	TEJON	FORT TEJON	LA (FN)	LA	V	SOUTHERN	LOS ANGELES	SILVER	42.08	42.28
103	TRACY	TRACY	SAN JOAQUIN (S)	STOCKTON	II	VALLEY	SACRAMENTO	BLUE	42.34	42.18
104	CHICO	CHICO	BUTTE (N)	CHICO	II	VALLEY	SACRAMENTO	BROWN	42.50	42.82
105	GARBERVILLE	GARBERVILLE	HUMBOLDT (S)	HUMBOLDT	I	NORTH	REDDING	GREEN	42.54	42.24
106	TWENTYNINE PALMS	TWENTYNINE PALMS	SAN BERNARDINO (S)	BARSTOW	VIII	INLAND	SAN BERNARDINO	WHITE	42.56	42.72
108	EL CAJON	EL CAJON	SAN DIEGO (E)	SAN DIEGO	VI	BORDER	SAN DIEGO	GOLD	42.12	42.20
109	MALIBU	MALIBU	LA (FW)	LA	V	SOUTHERN	LOS ANGELES	PINK	42.44	42.76
112	SACRAMENTO	SACRAMENTO (S)	SACRAMENTO	SACRAMENTO	II	VALLEY	SACRAMENTO	GOLD	42.12	42.20
113	CAPISTRANO	SAN JUAN CAPIST.	ORANGE (S)	SANTA ANA	VI	BORDER	SAN DIEGO	PURPLE	42.40	42.16

under 30 MHz

Chris Devendorf, Editor

Shortwave Utility

This column is for reporting RTTY, CW, MCW, SSB, AM and FAX reception reports, explanatory notes, articles and questions relating to frequencies below 30 MHz. Services covered in this column will be military, civilian aeronautical, coastal/maritime, SSB broadcast feeders, government, beacons, weather, voice markers, time/frequency stations, etc.--essentially everything except broadcast, CB and amateur radio. Send to: Chris Devendorf, 29261 Buckhaven, Laguna Niguel, CA 92677. If you need a Shortwave Utility report form, please enclose a SASE with your request.

INFO

UNITED STATES COAST GUARD

Any time of the year, communications of the U.S. Coast Guard can be found on the shortwave bands. The following is a list of the most commonly used frequencies, but by no means all of the possibilities.

COMMUNICATIONS STATIONS:	4428.7	(Nights)
	6506.4	(24 hours)
	8765.4	(24 hours at some locations)
	13113.2	(Days)
AIR STATIONS:	3120	(Stations w/Helos only)
	5692	
	8980	
	3123	(Station w/Fixed-wing aircraft)
	5696	
	8984	
EMERGENCY:	2182	DISTRESS & CALLING (similar to VHF CH-16)
	3023.5	SEARCH & RESCUE
	5680	SEARCH & RESCUE
MISC:	2670	LIASON (similar to VHF CH-22)
	2659 - 2710	DISTRICT WORKING FREQUENCIES (several channels in this range)

All of the above frequencies are operated in the USB mode. The major communication stations can be heard on all of the above frequencies. They are located at HONOLULU (Hawaii), KODIAK (Alaska), SAN FRANCISCO (Calif.), BOSTON (Mass.), PORTSMOUTH (Virginia) and NEW ORLEANS (Louisiana). Lesser stations will also be heard, but far less often. ITU type callsigns will rarely be heard, instead the name of the station is used. Aircraft ID with their assigned serial number, and Cutters ID with their name. Other government ships also use these circuits at times, most notably the NOAA ships. Occasionally civilian ships will also be heard.

US NAVY ATLANTIC COMPOSITE CW BROADCAST

NAVCOMMSTA NORFOLK (NAM) operates the Atlantic Composite CW Broadcast to send official message traffic to ships not capable of copying the Navy's encrypted Fleet RTTY Broadcasts. The actual messages are keyed from Norfolk, but are simultaneously transmitted by transmitters at many locations to cover the entire Atlantic and Mediterranean areas.

Inbetween broadcast schedules, a continuous tape is sent to be used for tuning and to ID the frequency. The tape used lists the callsigns of the transmitters involved in the broadcasts separated by the slant sign. (/) A couple of minutes prior to a scheduled broadcast, a calling tape is sent, and at the appropriate time, the broadcast is begun. If there are no current outgoing messages, Norfolk will send a QRU tape meaning "I have nothing for you". Many time this tape is played over and over again until the next scheduled broadcast. If there is message traffic to send, the operator will begin with a traffic list (ZBO) listing the ship's callsigns that he has traffic for. After the traffic list, the operator begins sending the messages one by one until complete. He will then play the QRU tape indicateing that there is no more traffic.

In addition to the message broadcasts (LCMP), other types of traffic are sent at specific time of the day. These broadcasts are for use by any ship that wishes to copy them.

The following are the frequencies used for the broadcasts:

NAM - Norfolk	8090	12135	16180	20225
NAR - Key West	5870	25590		
NRK - Iceland	5167			
AOK - Spain	5817.5	7705		
GXH - Scotland	3724	7504.5	12691	
NGR - Greece	4623	13372.5		

(Some frequencies used 24 hours. Others used only at day or night)

Broadcast schedule (GMT)

0030Z	Weather	1500Z	NAVAREA IV
0200Z	LCMP-3	1600Z	LCMP-2
0630Z	Weather	1700Z	HYDROLANT
0800Z	HYDROLANT	1800Z	LCMP-1
0900Z	LCMP-1	1900Z	Weather
1000Z	Weather	2000Z	LCMP-3
1100Z	LCMP-2	2100Z	LCMP-2
1230Z	Weather	2200Z	NAVAREA IV
1300Z	LCMP-1	2300Z	Weather
1400Z	LCMP-3		

Note: The NAVAREA IV and HYDROLANT broadcasts are of Notice-to-Mariners. The LCMP-1 is meant for ships in the Med & North Atlantic Ocean. The LCMP-2 for ships in the Eastern Atlantic, and the LCMP-3 for ships in the Western Atlantic.

CIVIL AIRCRAFT

Mark Holmes (IL-008) send us the following:
I will make photocopies of the ARINC HF enroute frequency networks for anyone who would include 3 loose postage stamps to cover the cost of postage and copy paper. Address: 1601 Maplewood, Marion, IL 62959.

CYRILLIC RTTY

The next article is sent to us by our own International Editor Rickey Stein. It is on a subject that is interesting to me, I hope you enjoy it.

A BRIEF LOOK AT RUSSIAN RTTY TRANSMISSIONS

A type of RTTY (Radioteletype) message commonly received is that transmitted between Soviet Maritime Costal Stations and Soviet vessels. These messages are transmitted using the Cyrillic alphabet, that is, the alphabet with which the Russian language is written.

This type of transmission, called Third Shift, can be recognized because no letters are displayed (or printed), only figures, and the message contains word groups of normal length. Using an RTTY demodulator such as the Infotech M-200-E with the "shift on space" key in the up position, the DX-er can cause the unit to print out letters. The Russian message is now given in Latin (Roman) letters and many words can be easily recognized. This is accomplished because a correlation was maintained between the Cyrillic letter and the Roman letter with the same sound at the time the code was put together. Thus the Russian "A" reads out "A", the "Б" as "B", etc. Some letters have no equivalents and have been assigned a Baudot code which gives a non-equivalent Roman letter,"Я "= "Q".

Some of the frequencies where these transmissions are found are:

12460-12535 16600-16710 25080-25100 22170-22225

Messages are sent 24 hours per day. Speed is usually 66wpm, shift 170, and phase NORMAL(Upright).

With the above as a short introduction let me comment on the content of most of these telegrams. I've sat for many hours in front of my CRT with a Russian friend as he translated the messages received. With very few exceptions, all messages are of a congratulatory nature, that is- Happy Birthday, Love and Kisses on your marriage, etc. It is my feeling that some of these messages may not be what they outwardly appear to be, but in reality may contain encrypted messages within the context of the telegram. While it is true that these vessels have large crews, it is my feeling that there is a disproportionate number of congratulatory messages as compared to the ordinary- Hello, how are you, I'm fine- type of message. But that's only my feeling.

The telegrams usually take the following form:

FIRST LINE: ! TR Skalistyj Bereg KLD/.4 50/224/5 38 22/8 0400;
or KLD/.4 50/224/5 OI WWXI PRPPV

!= unknown TR= class of vessel, this is Tanker, L and N(icebreaker?) also seen. Skalistyj Bereg= name of vessel
KLD= name of port or port station being used, this is Kaliningrad, ODS= Odessa, etc.
/.4= unk 50= unknown but stays constant during all transmissions
224/5= number of the particular message
38 (or OI)= unk, but stays constant during transmission
22/8= date, August 22
0400; (or PRPPV)= closest hour GMT

SECOND LINE: Address line

Kaliningrad 8 Sowetukij KW 10 Gordunko

Kaliningrad=town 8 Sowetukij= street address KW 10= Apartment 10
Gordunko= proper name- probably the recipient

THIRD LINE; Message lines

As indicated earlier, some words can be read directly, some requiring a bit of imagination. Here is a very short list of commonly observed and frequently occuring words and their meanings:

Celu'= kiss
Daet Nastrojku= for adjustment purposes (seen with RY test)
Dnem Rovdeniq= birthday
Horogo= goodbye
KW= (abbreviation) apartment
Obnima'= hug, embrace
Samogo = self (myself, yourself, etc.)
Vela' = wish
Wse = all, everything
Wesgo = best wishes to you

(****the Apostrophe is a part of the transliteration of the word****)

These words will occasionally appear in a slightly altered form because of its position in the sentence. Russian nouns are inflected (as Latin nouns are declined and Hebrew nouns also change with added suffixes) and their endings will change giving rise to variations.

I have given you only a very brief look in the field of Russian and Third Shift transmissions. I hope that it will bring a bit more understanding and enjoyment to the DX-er.

A few words before we get into the intercepts this month. When you send in your first (or next) intercept report, indicate somewhere on the form or in your letter what type of HF receiver you primarily use to copy the utility traffic. This will be listed in the contributor section for the information of the readers. Also, please re-read the instructions for the reporting form in the SEPT newsletter to make sure that you are filling the form out correctly. In the remarks section of the form, be sure to list the ID of the station that was called or worked, and the type of traffic sent. (Ex: Radio check, Phone patch, position report, roll call, etc.). PLEASE do not list any ITU type callsigns for stations that you did not actually actually use the call on the air!!! It is all of our responsibility to see that our reports are as accurate as posible to the benefit of the readers.

The contributors this month are:

Mike Chabak	AZ-023	"MC"	HQ-180
Chris Devendorf	CA-OR-050	"CD"	DR-33
Bill Godbey	FL-009	"BG"	?
Mark Holmes	IL-008	"MH"	DR-33
Iden Rogers	CA-RI-001	"IR"	R-1000
Larry Smith	MI-001	"LS"	?
Rickey Stein	NJ-001	"RS"	FRG-7000

Voice

3060	AM	**	0000	YL SS 5-digit groups	BG
3237	USB	8-7	2305	PLEAD CONTROL (USN-Pt Mugu) wkg Q3	CD
3279	AM	8-16	0400	YL with 5-digit groups	BG
5484	USB	8-17	0505	CLIPPER 471 wkg SAN JUAN (E-CAR Net)	MH
5610	USB	8-15	0431	SPEEDBIRD 250 wkg SANTA MARIA (NAT-A Net)	MH
5638	AM	8-7	1313	NANDI, Fiji wkg QUANTAS 3 (SP-6/7 Net)	MC
	USB	8-28	1227	NANDI, Fiji wkg CLIPPER 812 (SP-6/7 Net)	MC
5673	USB	8-15	0348	AIR CANADA 870 wkg GANDER (NAT-B Net)	MH
5680	USB	8-6	0630	CGC PAPAW wkg SEARON (USCG) Msg traffic	CD
5683	USB	8-6	0700	TEAL 20 wkg MAC DILL (at Hurricane Allen)	CD
5718	USB	8-25	0550	RESCUE 803 wkg RCC VICTORIA (Canadian Rescue)	MC
6506.4	USB	7-29	1233	WTES NOAA Ship OCEANOGRAPHER wkg COMMSTA KODIAK	MC
	USB	8-25	0521	M/V ATTICAN PASS wkg SAN FRAN (Patch to RCC)	MC
6540	USB	8-14	0046	NATIONAL 80 wkg NEW YORK (E-CAR Net)	MH
	USB	8-16	0349	EASTERN 929 wkg NEW YORK (E-CAR Net)	BG
	USB	8-16	0355	EASTERN 331 wkg SAN JUAN (E-CAR Net)	BG
6683	LSB	8-6	0258	SAM 24126 wkg ANDREWS (USAF)	CD
7403	AM	**	0000	YL GG 5-digit groups (PN w/electronic tones)	BG
7953	USB	8-24	0420	VANCOUVER RADIO OP (Canada) Patch for SILVER GRIZZLY	MC
8718	USB	8-26	1246	SINGAPORE RADIO, YL with Tfc list	MC
8840	AM	8-6	1311	HANOI, Viet Nam wkg ITALIA 1991 (SEA-2 Net)	MC
	USB	8-8	1311	HONG KONG wkg LUFTANSA 661 (SEA-2 Net)	MC

	USB	8-15	0032	EASTERN 914 wkg NEW YORK (W-CAR Net)	MH
8854	USB	8-3	1309	NAHA, Okinawa wkg SINGAPORE 2 (CWP-1/2 Net)	MC
8868	AM	8-1	1317	JAKARTA, Indonesia wkg SPEEDBIRD 12 (SEA-3 Net)	MC
	AME	8-28	1201	JAKARTA, Indonesia wkg QUANTAS 1 (SEA-3 Net)	MC
	USB	8-2	1352	SINGAPORE wkg MALAYSIAN 731 (SEA-3 Net)	MC
8875	USB	8-16	0409	WESTERN 59Ø wkg SAN FRANCISCO (CEP-5 Net)	MH
8882	USB	8-2	1345	LUALA LUMPUR, Malaysia wkg SINGAPORE 49 (SEA-1 Net)	MC
8889	USB	8-14	0013	TRANS WORLD 88Ø wkg GANDER (NAT-B Net)	MH
8931	USB	8-16	0323	UNITED 192 wkg SAN FRANCISCO (CEP-5 Net)	MH
8945	USB	8-10	0154	AVIANCA 74Ø wkg SAN JUAN (NAT-A Net)	MH
8959	USB	8-16	0116	CALEDONIAN 216 wkg NEW YORK (E-CAR Net)	MH
8964	USB	7-31	1242	PRØ33 (USN EP-3) wkg ANDERSON, phone patch	MC
8967	USB	8-28	1348	SWAN 42 wkg ANDERSON, Patch to SWAN MONITOR	MC
8975	USB	7-25	1240	AIR FORCE SYDNEY, Aust. wkg aircraft NLG	MC
8989	USB	7-10	0542	KING 86 wkg ELMENDORF, patch to Elmendorf Metro	MC
8997	USB	8-27	0453	MAC CENTER, Antarctica wkg XDØ2	MC
9006	LSB	7-8	1424	SAM 26ØØØ wkg ANDREWS (USAF)	MC
9011.5	USB	7-30	1336	SWAN Ø4 wkg ANDERSON, patch to SWAN Monitor	MC
9018	USB	6-22	0146	NALCO 22 (USN) wkg SCOTT, patch to Tinker Ops	MC
9023	USB	6-26	1335	GOLIATH (USAF-Duluth, MN) wkg DISPENSE	MC
	USB	8-28	0124	TOPSOIL FORMAT TEAM (USAF) wkg APPEND	MC
9220	AM	8-16	0300	YL with 5-digit SS groups	BG
9325	AM	8-16	0200	YL with 2 & 3 digit EE gps (PU w/electronic tones)	BG
10017	USB	8-16	0112	VARIG 85Ø wkg NEW YORK (W-CAR Net)	MH
10093	USB	8-17	2355	BRANIF 915 wkg NEW YORK (ARINC LDOCF Net)	MH
10523.6	USB	8-30	1401	YAP LORAN, Carolina Is. wkg SAIPAN MONITOR (USCG)	MC
	USB	8-30	1403	MARCUS LORAN, Marcus Is. wkg SAIPAN MONITOR (USCG)	MC
	USB	8-31	1257	IWO JIMA LORAN, Volcano Is. wkg MARCUS LORAN (USCG)	MC
	USB	8-31	1258	GESACHI LORAN, Okinawa wkg YAKOTA MONITOR (USCG)	MC
	USB	8-31	1415	SAIPAN MONITOR (Marianas wkg IWO JIMA, MARCUS, YAP	MC
11176	USB	7-10	0428	AIR FORCE 1 wkg ELMENDORF	MC
	USB	7-10	0435	INTIMATE (USAF-NEACP) wkg ELMENDORF	MC
11179	USB	8-24	0607	ASCOT 2193 (RAF) wkg HICKAM, Patch to Hickam Metro	MC
11226	USB	7-22	1255	SWAN 12 wkg ANDERSON, patch to SWAN MONITOR	MC
11233	USB	8-28	1346	S4JG (USN?) radio checks with TRENTON MILITARY	MC
11234	USB	8-10	1450	BELIZE FLIGHT WATCH (RAF) wkg ASCOT 4Ø88	MC
	USB	6-9	1245	DIEGO TOWER, Diego Garcia, wkg PRØ41	MC
	USB	6-9	1321	COCOS, Cocos Is., wkg DIEGO TOWER	MC
	USB	8-25	1321	DIEGO TOWER, Diego Garcia wkg UA52Ø	MC
	USB	8-28	1214	COCOS, Cocos Is. wkg MAC 5Ø268	MC
11252a	LSB	5-3	0209	USNS REDSTONE (personal patches thru unk station)	MC
11267	USB	?	0052	YL "testing 1-9 & 9-1, out" (USN Hicom Net)	IR
	USB	?	0430	FØA testing (USN Hicom Net)	IR
11367	USB	8-10	0045	LAKER 74 wkg NEW YORK (E-CAR Net)	MH
13141.1	USB	8-9	1330	KVK (NOAA Miami) progress reports on Hurricane Allen	LS
13205	USB	8-27	0520	AIR FORCE SYDNEY, Aust. wkg 9PWL	MC
13251	USB	8-27	0324	MAC CENTER, Antarctica wkg XDØ1	MC
13260	USB	8-9	1347	KJY74 (NOAA Hurrican Ctr) Air/Ground traffic	LS
13288	USB	8-16	1518	AIR JAMAICA 2 wkg NEW YORK (NAT-C Net)	MH
13320	USB	8-17	1813	CAYMAN 62 wkg NEW YORK (W-CAR Net)	MH
13328	USB	8-11	1323	LUFTHANSA 48Ø wkg NEW YORK (NAT-D Net)	MH
13356	USB	8-17	1911	NORTHWEST 31 wkg NEW YORK (ARINC LDOCF Net)	MH
13950	LSB	8-27	0132	AHF1B (USMAG Honduras) wkg AHF4 (Albrook)	MC
	USB	8-27	0204	OAE21 (USMAG Peru) wkg AHF4 (ALBROOK)	MC
	LSB	8-29	0108	ACH54 (USMAG Haiti) wkg AHF4 (ALBROOK)	MC
15015	USB	6-21	1848	KING 24 Wkg SCOTT, patch to Homestead Metro	MC
17941	USB	8-17	1943	AMERICAN 679 wkg NEW YORK (ARINC LDOCF Net)	MH
20563.5	LSB	8-25	1835	KB2XLT Pasadena, CA wkg LA SERENA, Chile	CD
20740	LSB	8-26	2131	SHUTDOWN (USAF) wkg LONGBOAT, patch to PREFORM	CD
20885	LSB	8-26	1812	ZPM261 (USMAG Paraguay) wkg AHF4 (Albrook AFB)	CD
	LSB	8-27	0150	AHF4 (Albrook AFB, Canal Zone) clg TI2USA	MC

Morse

3060	MCW	**	0200	Taped 5-digit alphabetical groups	BG
12125	CW	8-15	1815	CKN Vancouver (Canadian Military) Wx report	CD
15524	CW	9-2	0107	NMR San Juan, PR (USCG) Notice to Mariners bcst	CD
17418.5	CW	8-14	2251	CCS Santiago (Chile Navy) V marker	CD

** SPY & NUMBERS TRAFFIC

Bill Godbey (FL-009) reports that the numbers station on 3060 at 0000Z occurs nightly. Message is then repeated on 3090 at 15 minutes past the hour. The same pattern occurs at 0100, 0300, 1300, 1400, 1500, 1700, 1800, 2100 and 2300Z.

The MCW numbers station on 3060 also occurs nightly at 0200 and on weekdays at 1600, 1900 and 2000Z. The message is also repeated on 3090 at 15 minutes past the hour.

The station on 3279 operates on Saturdays at 0400Z, and repeats on 3415 at 15 minutes past the hour.

The 5 digit German station operates nightly at 0000Z on 7403.

RTTY

10150	66/425R	8-21	2233	SUA246 Cairo, Egypt (MENA) YR test	RS
10296	66/850	8-13	0645	ZRH Capetown, S Africa (Navy) wkg NAU	CD
10710	66/850	8-13	0645	NAU Ponce, Puerto Rico (Navy) wkg ZRH	CD
11494	66/850R	8-27	1814	XBRK (QTH?) RY test	CD
12892a	66/170	8-21	2218	Tanker ARARAT w/Cyrillic tfc	RS
12932.5	66/850R	8-21	2120	EBA12 Madrid, Spain (Navy) RY Test	RS
13510	100/850R	8-14	2158	CFH Halifax, Canada (Military) Wx bcst	CD
13737	66/425R	8-20	0201	5YD7 Nairobi, Kenya, RY test	RS
13867.4	66/425	8-19	1517	PCF (NATO?), Fox Test	RS
13880	66/425R	8-20	0204	MKG Akrotiri, Cyprus (RAF) RY/Fox Test	RS
13890	66/425R	8-19	1522	YVV2 Caracas, Venezuela (PL) SS News	RS
14405	66/425R	8-22	0321	MKD Akrotiri, Cyprus (RAF) RY/Fox Test	RS
14507.9	66/850	8-22	0306	Sal, Cape Verde (D4B?) 6 letter groups	RS
14722.5	66/425	8-22	0302	TNL Brazzaville, Congo (ASECNA) Testing	RS
14975	66/425R	8-22	0254	GBW34B London, UK (AP) EE News	RS
16000	66/425R	8-22	0323	CXK Montevideo, Uruguay, RY Test	RS
16091.6	66/425R	8-22	0326	STK Khartoum, Sudan, RY Test	RS
16150	66/425R	8-22	0328	MKD Akrotiri, Cyprus (RAF) RY/Fox Test	RS
16328	66/425	8-22	0337	(poss GYG Hamilton, Bermuda--not confirmed)	RS
17131	66/425	7-29	1308	BAC7 Beijing, PRC (CGRA) clg TIRANA	RS
17570	66/425	8-18	1431	RTU44 Moscow, USSR (TASS) FF News	RS
18143	100/425	7-29	1338	KWS78 Nicosia, Cyprus (US State Dept) Fox Test	RS
18148	100/425	7-29	1330	KWS78 Nicosia, Cyprus (US State Dept) Fox Test	RS
18908a	66/425R	7-29	1316	MKG Akrotiri, Cyprus (RAF) RY/Fox Test	RS
19056a	66/425	7-31	2113	(CLP1?) Havana, Cuba (EMBACUBA) 5-digit groups	RS
19096	66/425	7-29	1353	Jakarta, Indonesia (Embassy?) wkg DELIMA	RS
19391a	66/425	7-29	1406	Berlin, E Germany (MFA) 5 letter groups	RS
19431.8	66/425R	7-31	2119	MKD Akrotiri, Cyprus (RAF) RY/Fox Test	RS
19478	66/425	7-29	1418	4UA Rawilpindi, Pakistan (UN) FF telegrams	RS
19505	66/425	7-29	1410	RDZ36 Moscow, USSR (PL) SS News	RS
19558a	66/425R	8-19	1508	RFM55/RWN75/RFD51 Moscow, USSR (TASS) testing	RS
20157	66/425	8-24	1306	9KT372 Huban, Kuwait (KUNA) AA traffic	RS
20353a	66/425	7-31	2218	YWM Caracas, Venezuela (Navy) RY/Fox test	RS
20971a	66/425	8-24	1325	Unknown station "ALGER FXOGW:T&Ø82 2630 XX BHKDOI QSL K"	RS
21798.2	66/170R	8-24	1245	5NK Kano, Nigeria, testing	RS
23151a	66/425	7-11	0103	RPFN Monsanto, Portugal (Navy) RY/Fox test	RS
23173a	66/425	7-28	1503	DFZG (Military?) RY and 3 digit groups	RS
23699a	66/425R	7-22	1422	GNZBEWG w/ coded traffic of single letters	RS
	66/425R	7-23	1416	GNZFIBSWG coded traffic of single letters	RS
23722	100/425R	7-23	1436	4UZ53 Geneva, Switzerland (UN) EE traffic	RS

Radio Communications Monitoring Association
P. O. Box 4563 / Anaheim, CA 92803 USA

ADVERTISING GUIDELINES

1. Ads for products or services must relate to the hobby of monitoring two way radio communication such as receivers, crystals, antenna systems (antennas, coax, coax fittings coax switches, supporting structures, rotators, pre-amplifiers, etc.), carrier operated relays frequency counters and RF signal generators (both must be capable of operating at least to 512 MHz), converters, external synthesized oscillators, frequency references, books, appropriate tape recorders, appropriate computer hardware/software, CRT and hardcopy readouts for ASCII, etc.

2. Ads that will not be accepted include frequency lists that reveal "sensitive" or classified frequencies, unscramblers and any other products that are not in the best interest of the club or hobby.

3. Ads for Scanners/Hardware of value greater than $100.00 should not include prices. Readers must contact the advertiser for prices.

4. Auxilary hardware items (coax, antennas, crystals, power supplies, etc.), books, frequency lists and other printed matter can include prices.

5. The Board of Directors shall reserve the right to reject any advertising copy if it so chooses.

6. Whenever possible, products or services sould be described in an informative, educational manner.

7. The amount of advertising in the Newsletter shall never exceed 12.5%, not counting the cover in the page count.

8. Space for advertising shall be sold only by the ¼ page, ½ page and full page.

9. Advertising must fit "confortably" within the confines of a rectangular box. The box size for a ¼ page ad is 7 inches wide by 2-3/4 inches high. The box size for a ½ page ad is 7 inches wide by 5½ inches high. The box size for a full page ad is 7 inches wide by 11¼ inches high.

10. Advertisers must supply camera ready copy in dimensions listed above.

11. Location of advertising within the Newsletter: No ads shall apear on the cover, inside or out, or on any of the first 10 pages. The location of advertisements within these limits shall be at the discretion of the Newsletter editor.

12. Advertising rates: $36 for a full page ad, $20 for a ½ page ad and $12 for a ¼ page ad.

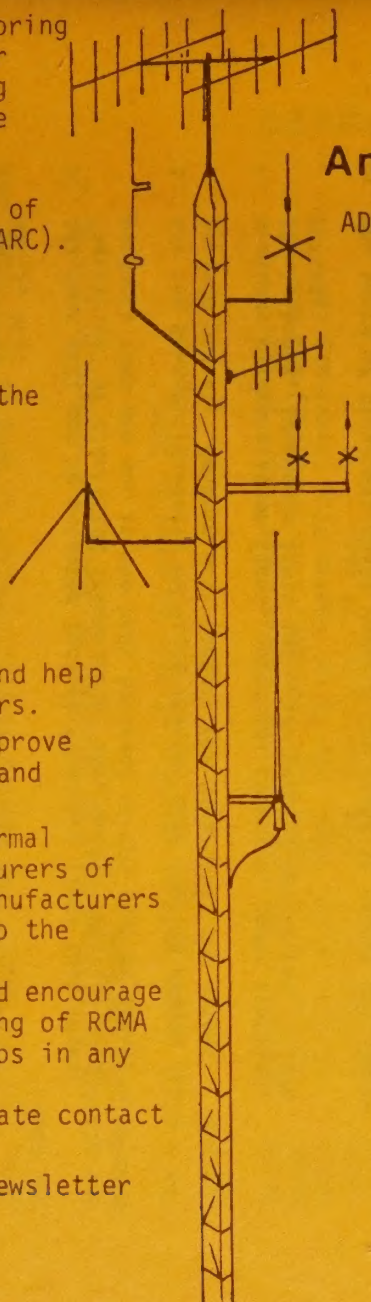
13. Payment for advertising: Checks or money orders must be made payable to "RCMA" and accompany the advertising copy.

14 Advertisers must send their copy and payment to the RCMA Advertising Chairman
Michael Iacono
P. O. Box 145 RCMA
Medford, Ma 02155

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications above 30 MHz as a hobby. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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